Researching English Occupations – Civilian Services

by Dr. Penelope Christensen

Were some of your ancestors in the civilian services? Find out what records exist for the merchant marine, inland waterways, carters, coachmen, railways, police, customs & excise, post office and many others.

Will your ancestors be remembered?

Here is practical advice on the contents of the records, how to access them from where you live, and how to use them.

HERITAGE PRODUCTIONS

BOOK HE09

This publication, or any part of it, may not be reproduced in whole or in part without the prior written consent of Heritage Productions.

Please direct inquiries regarding orders, copyright or other matters to:

HERITAGE PRODUCTIONS
c/o Louise St Denis
30 Wellington Street East, Suite 2002
Toronto, Ontario, Canada M5E 1S3
Telephone: (416) 861-0165, Fax: (416) 861-1894
E-mail: requests@GenealogyStore.com
Website: www.genealogystore.com

Author:
Dr. Penelope Christensen
Genealogist & Family Historian
32251 Silverfox Terrace
Mission, British Columbia, Canada V2V 6M8
Telephone: (604) 820-1113
E-mail: penelope_christensen@telus.net

Researching English Occupations-Civilian Services
ISBN: 1-894018-63-X

Printed in Canada
February, 2003

Copyright © 2003 Dr. Penelope Christensen

About the Author

Dr. Penelope Christensen is a genealogy and family history consultant who has been involved with her subject for over 40 years.

She has four degrees and has 15 years biosciences teaching experience at the University of Alberta. Her Ph.D. is in Taxonomy, the scientific basis for identifying and organizing families.

Dr. Christensen has lectured extensively on family history and genealogy in western Canada, USA and England and on CBC radio. Her Beginners and British courses are always enthusiastically received.

She has published many textbooks on methodology, Family History Centre resources and British and Scandinavian research. These are used as texts for the Internet courses offered by the University of Toronto in partnership with the National Institute for Genealogical Studies.

Dr. Christensen acts as a volunteer at the Family History Centres in Burnaby and Abbotsford, where she is the staff trainer. She has also served as the English Group Leader for the BC Genealogical Society.

List of Books by the Same Author

What Did They Do?
Finding Your Scandinavian Ancestors
Tips for Your Genealogical Trip Abroad, Including Preparing for Salt Lake
Finding Your Irish Ancestors
Finding Your English & Welsh Ancestors
Finding Your Scottish Ancestors
Organization for One-Name Studies
Organizing a Genealogical Library for Public Use
Organization for the Professional Genealogist
Research at the Family History Center
Using Register Offices for English & Welsh Certificates
Parishes & Registration Districts in England & Wales
Let's Get Organized
How Do I Prove It?
Researching English & Welsh Census
Researching English & Welsh Civil Registration
Researching English Probate
Researching English Parish Records
Researching English Occupations-Civilian Services
Researching English Occupations-Defence Services
Researching English Occupations-Professions & Trades

TABLE OF CONTENTS

PREFACE 11
INTRODUCTION 15
WATER TRANSPORT SERVICES 17
MERCHANT MARINE 17
Shipping 19
Lloyd's Register of Shipping 20
Shipping Gazette & Lloyd's List 20
Chart 1: Extracts from Shipping Gazette & Lloyd's List 30 Sep 1889 21
Lloyd's War Losses 22
Chart 2: Extracts from Ship Losses May 1941 22
Mercantile Navy List 23
Registers of Ships 23
Board of Trade Register of Shipwrecks 1855-1898 24
Civil Registration for Ships 25
Births, Marriages & Deaths of Passengers at Sea 25
Chart 3: Births, Marriages & Deaths at Sea 25
Register of Deaths at Sea of British Nationals 27
Census Records for Ships 27
Chart 4: Census Shipping Schedule 1871 28
Census Indexes 29
Chart 5: Extract from 1881 Census Index List of Vessels/Ships for Dorset 30
Officers 31
Chart 6: Masters' & Mates' Certificates 31
Chart 7: Engineers' Certificates 32
Chart 8: Application for Master Mariner's Certificate 33

Chart 9: Master Mariner's Certificate 35
Lloyd's Captains' Register 35
Chart 10: Extract from Lloyd's Captains' Registers 36
Seamen 37
Registers of Seamen 38
Chart 11: Registers of Seamen 1835-1972 39
Agreements, Crew Lists & Muster Rolls 40
Log Books 41
Pensions 42
East India Company Merchant Records 43
Passenger Lists 44
Miscellaneous Records 45
Chart 12: Trinity House Petition for Ann Topping 47
Illustrating Your Seaman's History 51
INLAND WATERWAYS 53
Definitions 53
Records of Watermen & Lightermen 55
History of Canals 56
Life & Records of Canal Boatmen 57
Chart 13: Water Transport from Congleton 59
COMMUNICATIONS SERVICES 61
ROAD TRANSPORTATION 61
Drovers 61
Carters, Carriers & Carmen 63
Chart 14: Carriers from Congleton 1834 65
Coachmen 66
Chart 15: Coaches from Congleton 1834 68
RAILWAYS 69
History of the Railways 69
Railway Employees 73
Railway Records 75

Staff Registers 79
Salary Registers 81
Personnel Files 81
Company Minute Books 81
Accidents 81
Staff Magazines 82
POST OFFICE 83
History of the Post Office 83
Post Office Archives 85
Postal Employees & Their Records 86
Pensions & Gratuities 86
Appointment Books 87
Establishment Books & Lists of Principal Officers 87
Postmasters & Subpostmasters 88
Packet Boat Agents & Captains 88
Letter Carriers, Postmen & Postwomen 89
Clerks 89
Telegraph Service 90
Post Office Savings Bank 90
Telephones 90
Case Papers of Incidents 90
Chart 16: Career of Postman William Eves 92
LAW & ORDER, FIRE & RESCUE SERVICES 95
POLICE 95
History of Police 95
Parish Constables 95
Development of the Police Force 97
Policemen's Records 100
Records of Constables 100
Chart 17: Appointment of Chief Constable in 1830 101

Chart 18: Appointment of Headboroughs Vestry Minutes 101
Police Force Records 102
Metropolitan Police 103
Chart 19: Letter from New Scotland Yard 103
Chart 20: Metropolitan Police Record 104
Borough Police 107
Register of Officers and Constables 107
County Constabularies 108
General Records 108
FIRE SERVICES 111
History of Customs & Excise 113
Records of Customs & Excise 115
Customs Records 116
Excise Records 118
Chart 21: Sacrament Certificate for Customs Officer 120
History of the Coastguard 121
Records of the Coastguard 123
LIFEBOATS & LIGHTHOUSES 125
Lifeboat Service 125
Lighthouses 125
APPENDIX I 127
USEFUL ADDRESSES 127
APPENDIX II 133
FURTHER READING 135
INDEX 149

PREFACE

Family history is more than just collecting names, dates and places. In their efforts to recreate the lives of their ancestors diligent researchers will endeavour to find details about home, schooling, work and community. They will search for pictures of people, places and events connected to the family to give visual impact to the history. The family historian can also discover much about the occupations of these ancestors. This book describes those termed *Civilian Services*, whilst the companion volumes *Researching English Occupations—Defence Services*, Professions and Trades deal with other methods of earning a livelihood. The extensive material on the occupations and on individuals is waiting to be used in archives, libraries and Family History Centers.

The Church of Jesus Christ of Latter-day Saints has established the most important genealogical library system in the world to assist its members, and others, to identify their ancestors. Since the 1930s they have been microfilming national and local, civil and religious, records all over the world. The master copies of these films are protected from the elements and natural disasters in deep vaults carved out of the granite mountains near Salt Lake City, Utah.

The Family History Library™ in Salt Lake City houses the collection of films, fiches, papers and books and is open to the public. In addition, a network of over 3,600 branches, called Family History Centers (FHCs) operates world wide through the generosity of LDS

church members. The FHLC (Family History Library Catalogue) is now available for purchase on CD-ROM very inexpensively, as well as being provided gratis on the LDS website at www.familysearch.org.

Use of FHC facilities, which include dozens of indexes essential for research, is free. Patrons may borrow microforms (films or fiches) of most original documents and books held at Salt Lake City at their local FHC for a nominal fee, which covers postage and duplication. The reader is advised to consult *Research at the Family History Center*, in this series of Heritage Productions books, for details on how to utilize the indexes, computer facilities, and other procedures at the FHCs. All genealogists are most grateful to The Church of Jesus Christ of Latter-day Saints (the Mormons) for extending the privilege of access to their collection to everyone.

Many of the records quoted in this book are available on either film or fiche. When a film is mentioned it means one available through a FHC. It is necessary to order these by means of their 7-digit LDS, or more properly GSU (Genealogical Society of Utah), number. Since there are now over two and a half million films available for loan, film numbers start with 0, 1 or 2. Many of the categories of records mentioned here are on long series of films or fiches, and the titles may be confusing. To assist the reader in finding the whole series on the FHLC I have indicated the starting film number of the series. By asking for a *Film/Fiche (Number) Search* and typing in this number the whole series will come on the screen.

Fiche numbers always start with a 6 and are followed in the present book by a number in parentheses indicating the number of fiches in that set, for example 6026374 (11.) Sometimes there is a series of fiche sets and the total number of fiches is then quoted, for example 6020392-411 (21.) When ordering fiches in to a Family History Center it is essential to know this quantity as you are charged per fiche. All fiches stay at the Family History Center that ordered them, they are not returned to Salt Lake City.

Kindly note that an asterix * after the microform number indicates *No circulation to Family History Centres* but that doesn't preclude getting photocopies of selected pages by using the *Request for Photocopies Form* #31768. This is indispensable method for obtaining inexpensive copies of documents and can be obtained free from the Family History Library in Salt Lake City and can be downloaded from the LDS website at www.familysearch.org. Details and examples of how to order and use microforms, and details and examples of using the Request for Photocopies form are given in the author's companion publications *Let's Get Organized and Research at the Family History Center*. Information is also given on how to get pertinent information from huge sets of fiches that are beyond the researcher's budget.

University libraries and larger public libraries, especially those with a good genealogy section, hold many items of interest for the family historian with ancestors in civilian services. The researcher should consult Gibson & Hampson for the availability of many

kinds of indexes relevant to the services described herein. A comprehensive listing of items on fiche and as books is given by Raymond's two 1999 volumes, and his *Occupational Sources for Genealogists: A Bibliography* should be consulted for further sources. Some recommended general works on occupational costume are those by Lansdell, Rowland-Warne, and Williams-Mitchell.

The author wishes to thank John Loomes, Pat Pettitt, and Bob Strachan for allowing use of examples from their families that the author has found in the course of her professional duties.

INTRODUCTION

Many of the basic sources for family history such as civil registration, censuses, parish registers and wills will mention the occupations followed by your ancestors. This volume gives an introduction to the records available regarding the nature of various civilian services as well as to those containing particulars of the actual men and women engaged therein.

To provide some structure to the text I have divided it into three sections covering:

- **Water Transport Services**—Merchant Marine, and Inland Waterways.

- **Communication Services**—Road Transportation, Railways and Post Office

- **Law & Order, Fire and Rescue Services**—Police, Fire Service, Customs, Excise and Coastguards, Lifeboats and Lighthouses.

This arbitrary tripartite division should not be allowed to obscure the fact that there are obvious connections and overlaps between the different services. Indeed, the material in the companion volumes on *Defence Services*, *Professions and Trades* should also be considered in conjunction with the information given here. In particular the reader should note that the apprenticeship programme, as well as guilds and trade companies also operated within many of the services.

Similarly office holders, whether in professional capacities or in services such as the East India Company or Customs & Excise, were required to take the test of allegiance to the crown and proof of attending sacrament in the Church of England required by the Test Act of 1672 (see Chart 21). This was designed to exclude from public office all Roman Catholics (until 1828) and Jews (until 1860) (Camp 1999-1).

I have chosen not to include the Civil Service here as it seems to fit better in the *professions* volume, and admit that this is an arbitrary decision; there are no clear defining boundaries. Many people switched from one service to another in search of work, particularly between those that required similar training and experience. This is important to remember when the trail goes cold in one line of work-could he have found a job in a similar service?

Researchers are cautioned that it was not at all unusual for men to boost their rank or official status to prospective brides and in-laws, newspaper reporters or to anyone else they wished to impress. Thus a letter carrier may have become a postmaster on his marriage certificate; whilst a ship's mate preferred to call himself a captain when regaling his grandchildren with his exploits. The diligent researcher will search out the true facts.

WATER TRANSPORT SERVICES

This section deals with the majority of seafaring occupations categorized as *services* other than those in the Royal Navy that are featured in my *Defence Services* book. A few other types of work on water, such as fishermen and whalers, are considered in my *Trades* volume, which also deals with the apprenticeship system.

Many sailors who were in navy and merchant services served apprenticeships. One should remember that a sailor may have stayed in the navy or the merchant service for his whole life, but may equally well have changed jobs according to the availability of work, his age and health, being pressed into the navy, etc.

MERCHANT MARINE

Mercantile mariners records are completely separate from the Royal Navy and controlled by the *Registrar General of Shipping and Seamen* (RGSS) in Cardiff as part of the *Board of Trade*. Their early records (pre-1941) have only recently been transferred to the Public Record Office at Kew and microfilms of the BT classes are now becoming available worldwide. If you have an ancestor whose occupation concerns the sea or inland waterways, such as *captain*, *master*, *mate*, *seaman*, *mariner*, *boatswain* (*bosun*), or *super cargo* (*supervisor of merchant cargo*) they were probably employed on a merchant ship rather than by the Royal Navy.

A certain elitism caused many navy men to add *R.N.* to their occupational title, which is handy for their descendants in differentiating them from merchant seamen. Caution should be used, however, with the designation *master mariner*, as not everyone referred to in this way actually had a master's certificate. Christopher Lloyd, in *The British Seaman*, estimated that in 1800 the British merchant service had 15,000 ships and almost 127,000 sailors (quoted by Smith, Watts & Watts).

Major authors are Watts & Watts (1991), Imperial War Museum (2000), Smith, Watts & Watts (1998), and Herber also has good sections. General PRO leaflets concerning RGSS (Registrar General of Seamen and Shipping) records are:

D110	Merchant Seamen: Records of the RGSS, A Guide to Leaflets
D112	Merchant Seamen: Abbreviations Found in the RGSS Registers
D114	Merchant Seamen: Interpreting the Voyages in the Registers of Seamen's Tickets and the Alphabetical Registers of Masters
D95	Merchant Seamen: Medals and Honours

These sources should be used in conjunction with the FHLC MERCHANT MARINE listings under GREAT BRITAIN, ENGLAND, IRELAND, WALES and SCOTLAND.

Shipping

From the Middle Ages the state promoted the domestic shipbuilding industry and developed sufficient navy manpower for wartime situations. A series of Navigation Acts from the time of the Restoration (1660) onwards forced British merchants to use British built ships and predominantly British crews. The Shipping and Navigation Act of 1786 made compulsory the registration of ships with the *Registrar General of Shipping* under the *Board of Customs*. In 1854 the Merchant Shipping Act shifted the responsibility for merchant ships to the Board of Trade. The records were therefore largely created by the government and historic ones are now housed in the BT classes at the PRO.

Owners of ships and investors in trade were keenly interested in the progress of ships and another record system developed alongside the governmental ones. Edward Lloyd's coffee house opened in the city of London around 1688 and became a centre of commercial activity especially for maritime ventures and insurance. This developed into the *Corporation of Lloyd's* concerned with seafaring activities, whose historical records over 10 years old are at the Guildhall Library, and the separate *Lloyd's of London* insurance company.

The Corporation of Lloyd's history is given by Barriskill (which has replaced Hall), whose book is essential to understanding their valuable marine collection. In order to keep track of British merchant shipping, and other nations' ships arriving at British ports, dozens of publications aimed at investors and

owners were produced including news sheets and annual registers. The three most useful ones for family historians are discussed here:

Lloyd's Register of Shipping

This is produced for the insurance market and gives extremely detailed information on construction, dimensions and other particulars, owners, registration, voyages and casualties of each ship of interest to Lloyd's, whether or not it was British. The earliest volume surviving is from 1764 and from here until 1880 are on 652 fiches starting at 6024617. The information services officers Jones & Taaffe have provided a very readable history.

Shipping Gazette & Lloyd's List

This was a weekly, and later daily, record of ship arrivals and departures for each port, as well as losses and inquiries into shipping. Publication commenced in 1741 with indexes from 1838, but it does not appear to be microfilmed yet. Some extracts appear in Chart 1.

Chart 1: Extracts from Shipping Gazette & Lloyd's List 30 Sep 1889

LOTHAIR [of] *Queenborough*, Sep 30 12.51 pm. Lothair ketch drove ashore on sea wall between Sheerness and Queenborough Sunday morning, was towed off on Sunday afternoon, high water, by steamtug Trojan, assisted by J.C. Lawrence and others; will be surveyed before proceeding to sea.

MOUNTAINEER (s) [steamer of] *London*, Sep 30. The tourist steamer Mountaineer stranded on a rock when approaching Oban on Saturday night; passengers were landed. Yesterday steamer Grenadier went out and took from her 300 sheep. Fears are entertained that Mountaineer will become a total wreck.

[First tourist sheep ?] [A later report in Oct 11 edition states that it was stranded on Lady Rock near Duart Castle on 27th Sep, and became a total wreck during a severe gale on 7 Oct.]

ZEPHYR (s) [steamer of] *Ilfracombe*, Sep 30 8.10 am. The steamer Zephyr, Bennett master, from Cardiff for Flushing, with coals and three passengers sprung a leak during heavy weather between the Helwick Lightship and Lundy Island, and foundered about 4 am on Sunday morning, the crew and passengers having previously left her in two boats, with 6 feet of water in hold and the engine fires out. The boats kept company until about 5 am, when they separated owing to heavy sea and strong wind. About 7 am the second boat, with the 1st mate, 2nd mate, 2nd engineer, a sailor, and three passengers on board, was sighted about a mile and a half to the ENE of Ilfracombe by William Williams, 1st class boatman, who immediately went to their rescue in his sailing boat Polly, assisted by captain of the ketch Hereford and a boatman named Samuel Davis, and they succeeded in towing the boat into Watermouth, the sea being too strong to attempt getting back to Ilfracombe Landing. All were kindly treated by Mr. Bassett, at Watermouth Castle, and later on sent by him in a conveyance to Ilfracombe, where they were further attended to by agent of Shipwrecked Mariners' Society.

The Times newspaper had an extensive shipping section that reported regular Foreign and Home arrivals and departures, as well as reports of marine emergencies. The report for the *Mountaineer* mentioned above is very similar but gives the additional information that about 50 passengers were on board. Many other ports had newspapers that specialized in shipping news.

Lloyd's War Losses

These are indexed volumes covering ships lost through enemy action. The ports of departure and intended arrival are noted, its position when lost and the cargo, and number (and some names) of crew and passengers carried, plus how many were saved and lost Chart 2.

Chart 2: Extracts from Ship Losses May 1941
From *Lloyd's War Losses: Second World War Vol i/I 1939-1942. British, Allied & Neutral Vessels Sunk.*

May 16 *Archangel* on His Majesty's Service, British flag, 2448 tons from Kirkwall to Aberdeen carrying 40 tons military equipment & troops, was attacked from the air at 57° 55' N and 2° 5' W. There were 75 crew of which 40 were lost, and 400 troops of which 12 were lost. The ship beached off Black Dog, 5 miles south of Newburgh and broke in four.

May 16 *Rodney Star* flying British flag, 11803 tons from Freetown to Clyde, carrying 7000 tons refrigerated & general cargo for Fray Bentos, was attacked by submarine at 5° 3' N and 19° 2' W., and sank at 5° 8' N and 19° 15' W. The crew of 81 and 2 gunners were all saved.

Mercantile Navy List

This is the official Board of Trade list of all merchant vessels registered in Britain, and has been published since 1850. The data given includes the vessels' name and official number, port of registry, tonnage and other construction details (including date of construction from 1871), name and address of the owners (from 1865). For 1857-1864 there is also a list of men holding master and mate certificates. One volume, date unspecified in the FHLC, is on film 0847934.

Registers of Ships

The ownership of a ship was traditionally, and since 1825 legally, divided into 64 parts. Masters, carpenters and other craftsmen were often given one or more shares as part of their wages, and as an inducement to good construction work and profitable voyages. Thus many ordinary people could dream of *when my ship comes home* and they would become wealthy. There was no central registration service for ships until 1786. Prior to this details of ships over 15 tons, all her owners and masters were usually kept by the customs house at its home port and a certificate of registration provided by them.

Many port registers have been collected by county archives or survive in customs houses in ports. From 1786 *transcripts* of these port registers were sent to London and these included any changes in ownership (known as *transactions*). They are in BT 107, with an index to ships' names in BT 111, but not all survive from local ports before 1814.

In 1854 a revised system came into being and each ship was given an official number and its transcripts and transactions were kept separately. Transcripts for 1855-1889 are in BT 108, with an index to ships in BT 111, whilst transactions from 1855-1892 are in BT 109 referred by number from the transcripts. In 1889 another system was introduced wherein as the ship was deregistered after loss, scrapping or sale abroad, all of its papers were filed together. These files are in class BT 110. There is a PRO leaflet D94 on Merchant Seamen: Registration of Ships, 1786-1994.

Board of Trade Register of Shipwrecks 1855-1898

These are on 14 films starting at 1473819 by date and there is a PRO leaflet M43 covering ships wrecked or sunk.

Civil Registration for Ships

From 1854-1890 separate lists were kept for seamen and passengers. There is a PRO leaflet D61 and further information in Smith, Watts & Watts.

Births, Marriages & Deaths of Passengers at Sea

BT 158 contains births 1854-1887, marriages 1854-1883, and deaths 1854-1890 taken from the captains' logs. They are on four films starting at 1419469; the format varies but they do have indexes. Examples from film 1419469 are shown in Chart 3.

Chart 3: Births, Marriages & Deaths at Sea

BIRTHS

John Ramsden HOMAN & Elizabeth HOMAN had a female child born 13 May 1855 named Fanny May on ship *Palmyra* of London, John R. Homan Master. Reg. 399 13 Aug 1853. Not christened.

Mrs KENNEDY or KENNDY had an infant son born and died at sea on the *Marco Polo* of Liverpool, J. Clarke {Master]. Reg 539 7 Nov 1853.

Arthur WEST Captain 6th Madras Native Infantry & Arabella WEST had a female child born 13 Sep 1855, not named, on the *Nile* of London, Alexander Sinclair Master. Peg 100. 1849.

→ **Chart 3** continued

MARRIAGES

John Ramsden HOMAN age 37 born in Stratford married 6 April 1854 Elizabeth GREEN age 24 born in Bombay by George F. McArthur, on board the *Palmyra* of London, J.R. Homan Master, Reg 399 3 Aug 1853.

Robert MELVILLE pensioner Royal Marines age 40 birthplace not known married 29 May 1857 Margaret HEARDMAN age 27 birthplace not known by F.T. Clerk on board the *Clara* of London, Henry Peachey Master Reg 224 22 Jun 1853 (?). London P. 30 Jun 1858.

John ALLCARD age 22 born in Warrington married on 13 May 1857 at 3pm Annie Le Chding age 29 ½ born in Shanghai by Rev C.James Har..... On board the *Charlotte Jane*, William Russell Master Reg 219 184... London P 22 May 1858.

DEATHS

John RICHARDSON passenger age 50 birthplace unknown, died of delirium tremens on 10 Apr 1855.
Mrs KENNEDY's infant son, no age given, overlain by mother on 13 Jun 1855.
John NIXON no age given accidental fall on deck Aug 1855.
All three on board the *Marco Polo* of Liverpool, James Clarke Master Reg 539 7 Nov 1853

Alexander Thomas ALEXANDER lieutenant 3rd Madras European Infantry male age 33 born at sea, died of dysentery 26 Aug 1855.
Frances Hastings Millicent FRASER infant female age 11 months born at sea, died on inflammation of the bowels 20 Sep 1855.
Both on board the Nile of London, Alexander Sinclair [Master] Reg 100 1849.

Register of Deaths at Sea of British Nationals

This series from 1875-1888 is on seven films of BT 159 starting at 1483314 and give the ship's name and official number, name, sex, age, date of death, rank or occupation, nationality, last place of abode, cause of death and whether a passenger or crew member. There are separate volumes of information for England & Wales, Ireland and Scotland.

Register of Births at Sea of British Nationals

This series from 1875-1891 is on three films of BT 160 starting at 1483321 and give the ship's name and official number, date of ship's arrival in port, name, sex, date of birth, name and occupation of father, maiden name of mother, parents' nationalities, parents last place of residence. There are separate volumes of information for England & Wales, Ireland and Scotland.

Combined Lists of Passengers & Seamen 1891-1972

From 1891-1972 the records are in BT 334.

Census Records for Ships

Many captains filled out returns for their ships from 1841, and from 1861 merchant seamen and passengers on ships in British harbours were recorded. The returns for ships in British waters are found at the end of the household returns for the registration district in which their next port lay. The master or person in charge of every vessel had to fill out three parts of the special ship census form given to him. If the vessel was out on a

coasting or short foreign trip on census night he had to deliver it to a Custom House or to a collecting officer. The shipping forms were not rewritten into the enumerators' books and hence the films show exactly what was written by the master. An example is shown in Chart 4.

Chart 4: Census Shipping Schedule 1871
Film 0823394—St. Anne Limehouse, Stepney, Middlesex

Name of Vessel	Fairly
Official Number (if any)	28,100
Port or Place to which she belongs	London
Her Tonnage	38
Her Description & the Trade in which she is employed	Sailing Barge Home
Name of Master	G. Williams
Place at which the Schedule is delivered to the Master and the Date of Delivery	River (?) 2nd April 1871
Position of the Vessel at Midnight, April 2nd 1871	Ratcliffe River Thames

Number of Persons belonging to the Vessel on Shore on the night of Sunday April 2nd			
	Absent on Shore (Names not entered in the schedule on the other side)		
	Males	**Females**	**Total**
Crew	—	—	—
Passengers	—	—	—
Total	—	—	—

List of Officers, Crew, and Others on Board of the Ship or Vessel Named the *Fairly* on the Night of Sunday, April, 2nd 1871

[The seven columns are summarized here. Entries are given exactly as written by whomever filled it out. This person wrote ages as well as birth dates; *marnes* is deduced as meaning *mariner*]

1	*george William master; married; males 52 30 november; marners [corrected to Master by enumerator]; born Sherness kent.*
2	*Pheby Williams; married; females 53 febery 19; no occupation [corrected to Masters wife by enumerator]; born Wicks esex*
3	*William Williams mate; singel; males 22 febery 14; marnes [corrected to Mate by enumerator]; born milton kent*
4	*James Williams third hand; singel; males 12 augst 16; marnes [corrected to Boy by enumerator]; born milton kent*

I declare the foregoing to be a true Return, according to the best of my knowledge and belief.
George Williams, master [signed X.]

Census Indexes

The *1861 and 1881* indexes are of particular use in tracing merchant officers who did not hold certificates, and if your ancestor, or his brother, was a sailor in 1861 or 1881 those indexes enable you to find birthplaces.

In the ***1881 census index*** for all of the British Isles except Ireland there is a small extra section after the four main index sorts for counties that lists the vessels tied up in port that night. They are alphabetical by

vessel name, and give the census place and miscellaneous notes (ship's number, port, master's name, tonnage, description and trade) and the usual PRO and GSU references to enable the original to be found and photocopied. An example is in Chart 5.

Chart 5: Extract from 1881 Census Index List of Vessels/Ships for Dorset

[The seven columns are summarized here for convenience.]

St. James, Poole, Dorset

Advance #75247 of Peterhead; Master Stephen Masson; 99 tons; Sailing vessel; Coasting & foreign trades. Piece 2096 folio 152 GSO film 1341506.

Ariel #48961 of Plymouth; Master David Burt; 178 tons; Brigantine; Home trade. Piece 2096 folio 136, GSU film 1341506.

Aries #9948 of Cowes; Master Richard Gough; 21 tons; Smack; Stone trade. Piece 2096 folio 128A, GSU film 1341506.

Portland, Dorset

Boscowen no number; Captain George Bruce Evans; First Class Training Ship for Boys. Piece 2108 folio 88 GSU film 1341509.

Chance no number of Portland; Captain Nicholas S. Carter, Senior Mate Commanding; Coastguard tender. Piece 2108 folio 79, GSU film 1341509.

Dodo #8322 of Cork; Master O'Toole; 754 tons; Steamship; Coasting trade. Piece 2108 folio 122, GSU film 1341509.

The ***1861 Census Index*** is a complete index of 120,000 people on ships on the night of 7 April 1861 and is on fiche set 6025598 (8) with a companion fiche showing the ships enumerated on 6025599 (1).

Officers

Certificates of Competency and Service for Masters, Mates & Engineers

The earliest masters' and mates' certificates date from 1845 but since registration only applied then to foreign-going vessels and did not become compulsory for all vessels until 1850 there are few before this date. Chart 6 shows the details of what is available, but they have not yet been microfilmed.

Chart 6: Masters' & Mates' Certificates

Type	Trade	Dates	Class
Index to registers	Home & Foreign	1845-1894	BT 127
Competency	Foreign	1845-1906	BT 122
Competency Steamships	Foreign	1881-1921	BT 123
Service	Foreign	1850-1888	BT 124
Competency	Home	1854-1921	BT 125
Service	Home	1854-1888	BT 126
Competency	Colonial	1870-1921	BT 128
Alpha register of Masters	All	1845-1854	BT 115

The Home Trade included the coasts of the United Kingdom, Channel Islands and Isle of Man, and the Continent of Europe between the River Elbe (on which Hamburg is situated, west of Schleswig-Holstein in Germany) and Brest on the NW tip of France. The rest of the world was divided into Foreign and Colonial, a list of the latter is in Appendix 1 of Smith, Watts & Watts, which also lists the port numbers, necessary to interpret certain records.

Cooks could obtain certification by examination (*Competency*) or by long service (*Service*) from 1906. These records are at the National Maritime Museum for 1915-1958. Certificates for Engineers are at the PRO and are shown in Chart 7.

Chart 7: Engineers' Certificates

Type	Dates	Class
Index to registers	1862-1921	BT 141
Competency	1863-1921	BT 139
Competency-colonial service	1870-1921	BT 140
Service	1862-1921	BT 142
Miscellaneous Competency & Service, voluntary examinations, with index	1845-1849	BT 143

Charts 8 and 9 show what is recorded on an application for a Master Mariner's Certificate, and on the certificate itself. Masters' and mates' certificates contain less personal information than corresponding registers for ordinary seamen. However, most masters and mates held a register ticket before applying for their certificate so this should also be sought.

Chart 8: Application for Master Mariner's Certificate

Port of *Aberdeen*—Rotation No. 31—Stamped Received 4 Feb 1867
APPLICATION TO BE EXAMINED FOR A CERTIFICATE OF COMPETENCY AS MASTER OR MATE AT A PORT WHERE THERE IS A LOCAL MARINE BOARD
APPLICANT *John Thom of No 18 Queen Street, Peterhead*
Born 2 Nov 1840 in Peterhead, Aberdeenshire
PREVIOUS CERTIFICATES
No 24817 Competency Ordinary Mate
CERTIFICATE NOW REQUIRED & WHERE TO BE SENT
Ordinary Master Peterhead
Signed by the applicant 31 Jul 1867 in Aberdeen
John Thom

SUPERINTENDENT'S RECEIPT FOR FEE
£2 received on 31 Jan 1867 in Aberdeen. *James F. Kellas*

→ Continued on the next page

LIST OF TESTIMONIALS AND STATEMENT OF SERVICE FROM FIRST GOING TO SEA

The testimonials are from each period of service in each ship and give the Ship's name; Port of registry and official number; Service of applicant given as rank, dates of commencement and termination, and length of service in years, months and days; Remarks; Initials of verifiers at Mercantile Marine Office and Registry Office. [Columns summarized here, spelling as original]

#	Ship	Rank	Time
1	***Resolution of Peterhead***	***Apprentice***	***Jan 1856-Jan 1860 (4 yrs)***
2	*Duke of Argile of [S] Shields #8755*	*AB*	*26 Sep-27 Jan 1860 (4m 1day)*
3	*Columbia of PH [Peterhead} #19533*	*AB*	*8 Feb-21 Aug 1860 (6m 13days)*
4	*Reliance of Whitby #19533*	*AB*	*7 Sep-28 Nov 1860 (2m 22days)*
5	*Collumbia of PH {Peterhead} #19533*	*AB*	*9 Feb-19 Oct 1861 (8m 10days)*
6	*Sir Colin Campbell of PH #19563*	*AB*	*28 Feb-12 Nov 1862 (8m 13days)*
7	*Edith Mary of Sunderland #44508*	*AB*	*13 Dec 1862-20 Jun 1383 (6m 8days)*
8	*Unison of Sunderland #45647*	*AB*	*2 Jul 1863-13 Jun 1864 (6m 17days)*
9	*Perseverance of Peterhead #19548*	*Mate*	*9 Feb-23 Jun 1864 (4m 15days)*
10	*Perseverance of Peterhead #19548*	*Mate*	*2 Jul 1864- 2 Jan 1865 (6m 1day)*
11	*Agostina of Peterhead #19538*	*Mate*	*10 Apr-14 Dec 1865 (8m 5 days)*
12	*Agostina of Peterhead #19538*	*Mate*	*2 Apr-15 Oct 1866 (6m 14days)*
Total service at sea			*9 yrs 7m 29days*
Time served for which certificates are now produced			*9 yrs 7m 29days*
Time served for which no certificates are produced			—

CERTIFICATE OF EXAMINER

Date of examination	*2nd Feb 1866*	
Whether passed or failed	Navigation P	Seamanship P
Rank for which passed	*Master*	
Signatures of examiners	*Robert A. Gray*	*Geo Brock*

Chart 9: Master Mariner's Certificate

By The Lords of the Committee of Privy Council for Trade

Certificate of Competency

As

MASTER

To *John Thom*

Whereas it has been reported to us that you have been found duly qualified to fulfil the duties of Master in the Merchant Service we do hereby in the pursuance of the Merchant Shipping Act 1854 grant you this Certificate of Competencey.

Given under the Seal of The Board of Trade

This *Fourth* day of *February 1867*

By order of the Board [Signed by Officers of the Marine Department]

Registered *AEP*

Entered at the General Register and Record Office of Seamen on the *Fifth* day of *February 1867*

Lloyd's Captains' Register

Contains names, birth date and place, certificate number, examination date and place, and services on different ships of those certified masters and mates active at the time Chart 10.

- Index for the period 1850-1868 on fiche 6342593(14)* or film 1482885* (see Preface).
- Originals for the period 1851-1947 are on 28 films starting at 1482885* (see Preface).

Chart 10: Extract from Lloyd's Captains' Registers 1901-1948

John McCALLUM

Born Glasgow 1878, passed Glasgow 1900 certificate # 029751. Each appointment and reappointment to each vessel is listed as well as the class of the voyage, summarized here for convenience:

Vessel & Official #	Starting Date & Number of Appointments	Class of Voyage
Hebridean (s) 844322	19 Jul 1903 (1)	Baltic
Jarnac (s) 97750	13 Jul 1904 (10)	France, Portugal & Spain
Cognac (s) 115320*	1 Jan 1909 (25)	France, Portugal & Spain
Student (s) 138024	18 Sep 1910 (14)	Foreign, USA (east & gulf), S. America, W. Africa, W. Indies & Gulf of Mexico, Cape Colonies
Senator (s) 137537	4 May 1922 (10)	W. Indies & Gulf of Mexico, S. America & Cape Colonies
Scholar (s) 145931	25 Sep 1924 (5)	W. Indies & Gulf of Mexico, Cape Colonies
Architect (s) 135428	13 Oct 1925 (8)	E. Indies, W. Indies & Gulf of Mexico, Cape Colonies & W. Africa
Rancher (s) 149653	19 Apr 1928 (25)	W. Indies & Gulf of Mexico, E. Indies, USA (east & gulf), W.Africa & Cape Colonies
British Prince (s) 147474	18 Feb 1935 (1)	Foreign
Statesman ex British Prince (s) 147474#	10 Jun 1935 (22)	Cape Colonies, and Foreign

Seamen

The Records Officer for the *Registry of Shipping* & Seamen (formerly the Registrar General of Shipping & Seamen) has provided an excellent summary of their holdings of modern records as well as the historic ones transferred to the PRO and elsewhere (Staples). PRO leaflets have been produced for the many records now at Kew and, happily, much is microfilmed:

D93	Merchant Seamen: Officers Service records 1845-1965
D111	Merchant Seamen: Interpreting Voyage Details in the Register of Officer's Services
D89	Merchant Seamen: Registers of Service, 1835-1857
D90	Merchant Seamen: Registers of Service 1913-1972
D113	Merchant Seamen: Interpreting Voyage Details in the Registers of Seamen, Series II
D92	Merchant Seamen: Crew Lists and Agreements, 1747-1860
D91	Merchant Seamen: Crew Lists and Agreements after 1861

Consult Smith, Watts & Watts for specific details and examples of all the following PRO records.

Registers of Seamen

These are the records that will provide the most information quickly about ordinary seamen. The first successful continuous registration scheme for seamen came through the Merchant Seamen Act of 1835 that established the General Register Office of Merchant Seamen.

This was headed by the Registrar General of Seamen in the London Customs House and under the Admiralty. The register encompassed all merchant sailors except fishermen, and was primarily intended to provide a source of navy recruits for wartime. Later in the 19th century the registration of ships and seamen were combined under the Board of Trade.

The registers of seamen in BT 112-114, 116, 119-120 are for the years 1835-1857 and include copies of the certificates issued to sailors authorizing their service on ships. Name, age, birthplace, date of first going to sea, rank, service number and ship's name are included.

From 1844 a physical description, exact date of birth, usual abode when not at sea, date of entrance into merchant service and in what capacity, whether able to write, his ticket number, age and date when ticketed or registered, present capacity, and whether he had seen previous service in the Royal Navy are also given. The groupings, indexes and films are shown in Chart 11:

Chart 11: Registers of Seamen 1835-1972

Names	Dates	Class	# of Film & Starting #
Series I	1835-1836	BT 120	5 films-1483219
Series II	1835-1844	BT 112 Index BT 119	Not yet
Register of Seamen's Tickets	1845-1854	BT 113 Index BT 114	113films-1482502 10 films-1502069
Series III	1853-1857	BT 116	79 films-1562727
Central Index Register	1913-1940	BT 348-350 Combined index BT 364	Not yet
Central Register of Seamen	1941-1972	Not yet at PRO, still at RGSS	Not yet

There was no central register of seamen from 1857 until 1913 so musters and crew lists for individual ships must be searched instead. In order to start a search a date of service in at least one named ship needs to be known.

The *Central Index Register* for the years 1918-1941 have been hived off from the PRO to Southampton City Record Office (Naish), and the 1,250,000 cards (and photographs for 1918-1921) can be accessed through them (address in Appendix).

Agreements, Crew Lists & Muster Rolls

The master of each ship had to carry a written agreement with every crew member that stated his wages, the nature of his work and of the voyage. The records are in BT 98 and cover 1747-1860 and they are microfilmed as follows:

- 1747-1856 on 5076 films starting at 0870059. They are alphabetical by port then by date and include the crew member's county of birth, age and place of death.

- 1857-1860. Board of Trade Index on film 0848097, then ships by number on 1751 films starting at 0848098. Includes names of ships and service records of crew members.

Serious weeding of the records after 1861 has taken place to reduce their volume for storage purposes. What survives has been dispersed as follows:

- 10% of crew lists 1861-1938 and 1951-1980 are at the PRO in class BT 99. They also hold logbooks and agreements from famous ships such as the *Titanic* and the Great Britain in BT 100, and World War I in BT 144.

- National Maritime Museum (NMM), Greenwich holds the remaining 90% of crew lists for 1861-1862 and all the years ending in 5 except 1945 and up to 1965.

- Registry of Shipping & Seamen holds all crew lists 1939-1950 and from 1990 onwards.

- Maritime History Archive (MHA), at University of Newfoundland took those crew lists 1863-1972 not taken by other institutions.

- Various county archives and libraries hold some 1863-1912 crew lists for their areas not at PRO or NMM; there is a list of which port records are in which repositories in Appendix 2 of Smith, Watts & Watts, and the Registry of Shipping & Seamen can assist in case of difficulty.

Each of these institutions publishes guides to their holdings.

Log Books

Masters of merchant vessels were required to keep an Official Log from 1850, in which they recorded births, illnesses and deaths aboard, and misconduct, desertion and punishments, as well as a description of each man's conduct. These were turned in within 48 hours of arrival after a foreign trip, and half-yearly for home trade ships.

Unfortunately many have been destroyed; those surviving are usually with the Agreements and Crew Lists (see above), except for 1902-1919 which are in BT 165.

Pensions

There were few provisions for disabled and elderly seamen except from:

- East India Company where pension registers and indexes from 1849-1876 are in WO 23 at the Public Record Office.

- Greenwich Hospital (see section on Royal Navy in the author's *Researching English Occupations—Defence Services*). Although merchant seamen contributed their sixpences to the Greenwich Hospital, they don't seem to have benefitted from the facilities, naturally a cause for resentment.

In1851 pensions became available to seamen and masters, their widows and children in certain circumstances. These provisions were strengthened in 1911, 1918 and 1931 for all those with long service (Smith, Watts & Watts). There is no central collection of pension records; they are scattered in various classes of documents:

- *Board of Trade pension applications* are in MT 4, the *Marine Out Letters*, and indexed there or in MT 5. The War Office was responsible for payment so they come under that heading.
- *War Office Royal Hospital Chelsea* class WO 22 has several miscellaneous merchant marine papers.
- *Paymaster General's Office* has registers in PMG 56.
- *Ministry of Pensions & National Insurance* has records formerly at the Ministry of Health as well as its own in PIN 22 and PIN 15.

East India Company Merchant Records

HEIC owned or chartered many merchant ships for its trading activities and there are many records of them, their voyages, officers and occasional crew lists. They are listed in the EIC directories, under the Bengal, Bombay and Madras Marine Establishments respectively, and in Lloyd's Register from 1778-1833, and their movements can be found in Lloyd's List.

The East India Company also had warships; these were known as the *Bombay Marine* until 1830 when the name changed to *Indian Navy* until it was abolished in 1863. In 1877 a new *Indian Marine* came into being which was renamed the *Royal Indian Navy* in 1935. Herber has a brief summary and recommends Baxter (1990) for full details of the HEIC's records. There are 36 listings for HEIC on the FHLC under GREAT BRITAIN - MERCHANT MARINE. A few examples include:

- Bengal marine civil & marine casualties 1824-1864.
- Bengal Pilot Service Papers 1796-1880.
- Bombay marine appointments birth & baptism certificates 1822-1832.
- Bombay Marine Officers 1863-1877.
- East India Company cadet appointments to the marine department 1794-1830.
- East India Company list of surgeons 1801-1833.
- East India Company marine petitions for relief 1795-1798, 1801-1803.
- East India Company merchant marine pensions 1828-1834.

- Indian Navy deserters 1841-1863.
- Indian Navy estates records 1820-1862.
- Poplar Pension Fund papers 1788-1858. This provided pensions for officers and seamen of the EIC mercantile marine and their families.
- Vessels and officers of the Bombay marine 1870-1882.

Passenger Lists

Very few passenger lists before 1890 have survived in England, but everything extant is at the Public Record Office in three classes:

- BT 26 *Inwards Passengers Lists* 1878-1960 give the age, occupation, address in the UK and date of entering the country by sea from ports outside Europe and the Mediterranean, arranged by port of arrival.

- BT 27 *Outwards Passenger Lists* 1890-1960 contain names of passengers leaving the UK, arranged under the port of departure.

- BT 32 *Registers of Passenger Lists* is the finding aid for BT 26 and 27. Before 1908 only three ports are available - Southampton, Bristol and Weymouth.

Reference should be made to PRO leaflet D56 Ships' Passenger Lists 1878-1960.

Miscellaneous Records

Items of general interest for merchant seamen include *Military & Mariner Miscellanea* by Ross & Ross 1991 on 129 fiches 6085342, and the ***Trinity House Petitions.*** The ancient Corporation of Trinity House had three functions:

- It was responsible for matters relating to safety at sea, for example provision of lighthouses, lightships, buoys and beacons around Great Britain & Ireland and off Gibraltar.

- Licensing of pilots for the Thames and later 40 outport districts around the country.

- The organization of charity for mariners and their dependents throughout the UK. They ran almshouses at Mile End and Deptford in east London, and gave relief to out-pensioners, typically poor disabled seamen and their widows and orphans.

Its Charter of Incorporation in 1514 granted it authority for distributing charitable funds from many benefactors including *light dues* levied on ships using ports.

By 1815 they supported 144 mariners (or their dependants) in their almshouses and over 7,000 out-pensioners. The *Guildhall Library* has records of payments to almspeople and out-pensioners from 1729 giving names, ages and reason for assistance (Herber), and they produce helpful leaflets (see address in Appendix).

Almshouse applications and supporting documents from 1780-1880 can be found on films 0950869 70, and 2106686. Trinity House minutes and many lists of people are on 24 films starting at 1966898 -you're almost sure to find someone here!

Trinity House took great care to see that only those truly destitute and genuine were assisted, and required the applicant to answer a *Petition*, consisting of a long list of questions as to their circumstances and eligibility. Owing to fires at Trinity House in London in 1666, 1714 and 1940 much has been lost, but the complete group of Petitions from 1787 to 1854 survive at the Guildhall Library, and the Society of Genealogists in London have produced an index (Camp 1987), which is not on film yet. A Request for Photocopies would need to include the page with the name from the general index as well as a copy of the entry page; the 2nd series begins on page 223. The petitions are available on film as follows:

1st Series of 102 vols on 57 films starting at 0395554
2nd Series of 11 vols on 6 films starting at 0950871

The index gives the following information about my 4th great grandparents:

TOPPING, Ann, 61, wid of Timothy, of Erith, Kent, 1842.

The Petition itself consists of three pages and a cover/address sheet and is transcribed in Chart 12.

Chart 12: Trinity House Petition for Ann Topping 1842 (Film 0395603)

No *2093E* Widow's Form received on *6 Sep 1842*, annotated *5269B*. Recommended by Capt. D Warren.
The Humble Petition of *Ann Topping* aged *61 years* residing at *Erith in the County of Kent* Widow of *Timothy Topping* showeth That your Petitioner's Husband went to Sea at the Age of *14* in the Year *1796* and was employed in the Merchant Sea Service for *upwards of* 30 Years in the following Ships and others, and in the annexed Stations:

Year	Ship	Tons	Station	Places
1796	*United Kingdom*	*1200*	*Midshipman*	*London to China*
	Company's Ship	*1400*	"	"
	Dover Castle	"	*4th Mate*	*London to Bengal*
	Alnwick Castle	"	*3rd Mate*	"
	Beaver	*250*	*Captain*	*Lisbon & Madeira*
	Telemachus	*100*	"	*London to Dublin*
	Charming Molly	"	"	"
	Charming Kitty	"	"	"

That your Petitioner's Husband left off the Sea in the Year *1825* in consequence of *Ill Health* and died on Dec-1841 and she has -Children, viz. - Boys under 12 Years of Age, and - Girls under 14 Years of Age, viz.-
That your Petitioner has no Annual Income from Real or Personal Property to the Amount of £---
That your Petitioner's Means of Support are from nothing *but her own industry & this when she is well. Cannot frequently find employment, and her children are quite incapable of assisting her*, which not being sufficient to support herself she most humbly prays that she may be admitted to the Pension of the Corporation.
Signed *Ann Topping*

→ Continued on the next page

CERTIFICATE to be signed by Owner of Vessel in which Petitioner's Husband served in his highest station...
These are to certify to the Honorable Corporation of Trinity House That *Timothy Topping* the husband of the within-named petitioner served on board the ship *Beaver* of 250 Tons *of which he* was Master, of which *Mr. Yems was* Owner, in the Capacity of *Captain* on her Voyage from *Lisbon* to *Madeira* in the Year 1808.
And that the Petitioner to the best of my Knowledge and Belief, is in distressed Circumstances; and being a Person of good Character and Reputation, I do recommend her as a proper Object of the Corporation's Charity; and am ready to make Declaration to the truth of this Certificate whenever required to do so. As Witness my hand, the *11th* day of July 1842.

Signed by G. Heath, [see next page, in lieu of deceased]

Owner of the Ship Beaver in which the
Petitioner's Husband served as a *Captain.*

N.B. Besides the above, and following Certificate, a Certificate of the Widow's Marriage and of her Age, and a Certificate of the Ages of her Children, are to be procured: which it is hoped, will be granted without expence to the Poor Woman.

CERTIFICATE to be signed by a Medical Practitioner, in cases where the Petitioner is rendered by Hurt or Infirmity, incapable of working for her livelihood.
These are to certify to the Honorable Corporation of Trinity House, That *Ann Topping* the within-named Petitioner is rendered incapable of gaining her livelihood, by labor or otherwise, in consequence of an impaired constitution.

John S. Main [?] Surgeon

→ Chart 12 continued

CERTIFICATE to be signed by two respectable Persons (at least) of which one to be the Minister, or Church Warden of the Parish wherein the Petitioner resides; the other a Younger Brother [of Trinity house], or other maritime Person.
We whose Names are hereunto subscribed, do actually know, and are well acquainted with, the Petitioner and her Circumstances, so that we can and do hereby vouch for the Truth of what is stated in the annexed Petition viz.- That she is the Widow of *Timothy Topping* a *Captain* of a ship, deceased:- That she resides in the Parish of Erith *in the County of Kent* where she is a *Lodger* and follows *no certain* Occupation *being dependant upon casual & infrequent opportunities of procuring the necessities of life*. That she has no children of the Ages therein set forth:- That she is a Person of good Character and Reputation, and being in indigent Circumstances, without any adequate Means for maintaining herself, do recommend her as a proper Object of the Corporation's Charity. As Witness out Hands, the ----day of ---- 1842.

Name	Quality	Residence
Richard Danes	*Vicar*	*Erith, Kent*
Robert Hughes	*Church Warden*	*Erith*
Ralph Light	*Resident*	
Charles Beadle	*Resident*	
George Heath	*Resident & Commissioner of Taxes*	

The *London Trinity House* was the main headquarters for the Masters & Brethren of the *Society of Masters & Mariners*, and others were in Scarborough, Hull and Newcastle (and perhaps elsewhere). The records of the Newcastle Trinity House span 6 films starting at 1545896 with a date range of 1580-1900, and include wills, apprenticeship books, enrollment of freemen, pilots licences and various charity records.

Other *Charities* have existed for periods of time (Watts & Watts) including:

- *Marine Society* from 1757.
- British & Foreign Bethel Seamen's Union in London from 1819.
- *Seame's Hospital Society* from 1821.
- *Seame's Loyal Standard Association* on Tyneside from 1824.
- *British & Foreign Sailor's Society* from 1833.
- *Shipwrecked Fishermen & Mariner's Royal Benevolent Society* from 1839.
- *Missions to Seamen* from 1856.

Registers of Protection from being press-ganged into the navy record those fishermen, merchant seamen and others who were exempted. They cover the period 1702-1828 and are in ADM 7 at the PRO.

Letters of Marque were the authorities granted by the Admiralty to merchant ships to arm themselves in times of war to act as *privateers* and harass enemy shipping.

Most surviving records cover the period of the Napoleonic Wars, but the range is 1549-1815. The information mainly concerns details of the ships, but masters' names are given.

Awards. Many merchant seamen were awarded the *Albert Medal* for gallantry at sea and a register of these awards from 1866-1913 is in class BT 97. Other awards are in BT 261.

On the FHLC under GREAT BRITAIN- OCCUPATIONS can be found Colonial Office *Register of Surgeons' Appointments to Ships* 1851-1894 on film 1483380* (see Preface).

Starting in the late 17th century many *wills of merchant seamen* were probated in the Commissary Court of London. The PCC (Prerogative Court of Canterbury) is also a favourite court of probate as mentioned under naval wills.

Historical accounts of seafaring life are not hard to find in a good public library, everything from Hornblower and Robinson Crusoe to Dana's classic *Two Year's Before the Mast*. Family history magazines frequently have articles on researching mariners, for example Silvester has an interesting article about researching a mariner who trained in the navy but worked mainly in the merchant fleet. Smith, Watts & Watts have a section on wages and conditions for seamen. Hurley (1991) has a description of the trade of mariner.

Illustrating Your Seaman's History

The most complete source of photographs of merchant ships and maritime subjects is the *National Maritime Museum* at Greenwich with its *Caird Library*, whose contents include manuscripts, charts, prints, drawings, oil paintings, historic photographs, ship plans, and over 2 million artefacts and is described by Pethers, and with its catalogue on their web site.

A less expensive alternative is to contact the *World Ship Society* that holds photos of 53,000 ships; please note that an SAE is definitely required as this is a voluntary organization. The other maritime museums mentioned herein also have extensive collections, not only of ships' pictures, but many other aspects of seafaring life.

Shire books publish a number of plentifully illustrated booklets such as *East Coast Shipping* by Hedges, *Scottish Fishing* Boats by Tanner, *Sailing Barges* by Hazell, *Old Docks* by Ritchie-Noakes, *The Victorian Sailor* by Marcombe and *West Coast Shipping*, *Steamboats*, and *Tugs & Towage* by Stammers.

INLAND WATERWAYS

The term inland waterway includes rivers, lakes and the extensive system of canals developed across the British Isles. Transport and pleasure services have been provided on all types of waterways employing many kinds of sailors on everything from tiny Welsh coracles to ferryboats to large steamships on Scottish lochs.

This section will deal in particular with canal boatmen, watermen, bargemen, and lightermen. *Packetboats* that carried the mail and passengers are dealt with in the section on the Post Office.

Definitions

A *barge* is a flat-bottomed freight boat not less than 11 feet wide, with or without sails, used on canals and rivers and manned by a bargeman. Before steam and diesel power arrived barges operating in estuaries were dependent on sails, but those on canals relied on horses hauling from the towpath. Those with engines could be called tugs and these would haul several *dumb barges* without engines.

A *lighter* is a kind of cargo barge, usually flat-bottomed, for unloading & loading (lightening) ships not brought to wharf, and for transporting goods in harbour. They were manned by *lightermen.*

A *waterman* was a person who navigated a boat carrying fare-paying passengers.

These boats were a type of rowing boat sometimes with sails. Over the years watermen acquired additional skills such as local pilotage, mooring vessels at berths, jetties, buoys, and in the docks, and acting as helmsman aboard large foreign vessels. A *wherryman* rowed passengers in a light shallow boat called a *wherry*.

Narrowboats are a special kind of flat-bottomed freight boat not more than 7 feet wide and 70 feet long manned by *narrowboatmen*. Horses, donkeys and mules were the motive power until steam arrived in the late 19th century and diesel engines became common in the mid 20th century. The later ones were of two types—*motor boats*, and *butties* without engines that were towed by the motor boats; such a pair were called *joshers*, canal slang for pals. Narrowboats were designed specifically for the canal system with its narrow gauge intended to save water, its locks and bridges. Early forms were called *packet boats* or *monkey boats*, and in the west of England they were known as *long boats*. A special type called the *shortboat* was used on the Leeds & Liverpool canal that had locks 10 feet shorter than the rest of the system.

The shortboats had a distinctive decoration of scrolls and decorative lettering quite different from the flower patterns used on narrowboats. Boats working round the clock carrying perishable goods were manned by men only, not families, and were termed *fly boats* (Maurin 1996). Barges and other inland waterway craft were registered by the Clerk of the Peace from 1795-1871 and records exist in the port books and canal boat registers (Richardson).

Records of Watermen & Lightermen

There were originally two groups of boats plying the River Thames in London, the watermen and wherrymen created a company in 1555 to regulate the trade from Windsor to Gravesend (Cottrell).

The Thames lightermen were formerly members of the Woodmongers Company but joined the watermen in 1700 to form one of the oldest City Guilds.

Cottrell has indexed the 70,000 *River Thames Watermen & Lightermen Apprenticeship Bindings* 1692-1908 and the index can be purchased from him and is also available on fiches 6085610(21); the index of 1,500 over-aged (over-20) boys articled from 1865-1926 is on 6105603 (1).

The originals are part of the comprehensive records of the Watermen and Lightermen's Company on 91 films starting at 1067020.

In 1908 the new Port of London Authority greatly curtailed the Company's activities but they still apprentice boys and girls and administer charities and almshouses.

The Fire Insurance Index is also of interest because most of the firemen were recruited from Thames watermen. Family experiences as watermen and lightermen are recounted by Tatnall and Cottrell.

History of Canals

The navigability of major rivers had been improved during the late 17th and early 18th century to parallel the needs of the industrial revolution, since transport of heavy, bulky goods of low value was far cheaper by water than by road. Some of these local schemes had involved digging cuts and this was taken a step further by the construction of artificial canals to link the new industrial districts to rivers and their markets.

The first important British canal was built in 1761 to connect the depths of the Worsley, Lancs coal mines to the city of Manchester. A passenger service also developed and further canals linking rivers provided access all the way to Bristol, still a major port at this time. Technological progress enabled canals to pass through the Pennine Hills by means of deep tunnels and flights of locks, and to negotiate deep valleys by means of aqueducts and huge embankments.

The *Caledonian Canal* provided a link from the Atlantic to the North Sea right across Scotland via a series of lochs (lakes). Specific canal ports such as Ellesmere Port, Goole, Runcorn and Stourbridge grew rapidly (Hey); the collecting port in London was known as City Basin. Eighty years of canal building is summarized by Richardson in his list of opening dates for 116 main canals. In 1660 there were about 700 miles of navigable rivers in England but by 1830 with the construction of over 2,000 miles of canals the navigable inland waterways had increased to over 4,000 miles.

The whole system of transportation of people and goods was revolutionized by canals. Then from the 1820s came the railways, which eventually engineered the canals' demise. After more than a century of railway ascendancy came cars for the masses and motorways. This serves as a reminder that it is unwise to depend on a modern road map to try to work out how our ancestors got from A to B or, when working backwards you find them in B, where A could have been located. The smart family historian studies the water, rail and road routes available to those ancestors at the time (Litton).

Life & Records of Canal Boatmen

Before the competition from the railways commenced in the 1840s men worked the boats on a day basis and rested ashore at night. After this they found it necessary to make longer trips and many more took their families with them, which saved on housing expenses and provided a crew for the boat. Many families who owned or worked on barges lived on them permanently and travelled regular routes. Some tended to return to certain churches to record family details, but many christened children at the next village along the canal or river they happened to be on at the time.

The importance of ports and coastal or riverside villages is equivalent to the market town for finding missing marriages, christenings and burials, and more so for canal people; maps of canal routes are available, for example from county archives.

Happily the 1851 census returns, and particularly the union indexes to them, assist in finding birthplaces of many who were born and lived during the heyday of the canals from 1760-1820.

Records for many of the inland waterways are with railway company records at the Public Record Office since these companies owned a number of canal, dock and shipping companies and were nationalized in 1947 (Bevan). Leaflet D83 shows what the PRO has, and detailed advice on locations and piece numbers mainly within the BT (Board of Trade), MT (Ministry of Transport) and RAIL classes can be found in Hawkings. These do not seem to have been microfilmed yet.

Relevant indexes (see Appendix) include:

- The *Railway and Canal Historical Society* has an index of 200,000 references from various records.

- *Canal & River Boatmen & Allied Trades* by John Roberts.

- *Canal Boat People* of Wolverhampton, N. Staffs, S. Cheshire & Chester by Wolverhampton Archives.

Trade directories give details of passenger and parcel service by water, an example is in Chart 13:

Chart 13: Water Transport from Congleton 1834
An extract from Pigot's Commercial Directory for Cheshire

> **CONGLETON — CONVEYANCE BY WATER**
> FROM THE CANAL WHARF
> To LONDON, Pickford & Co. every day (Monday excepted);
> Kenworthy & Co every Sun, Tues, Thur & Sat.
> To HUDDERSFIELD, Kenworthy and Co. every Sunday,
> Monday, Wed and Fri.
> To MACCLESFIELD & MANCHESTER, Pickford and Co. and
> Swanwick and Co daily.

For descriptive commentary on life on the canals see Maurin 1996. Peter Smith gives further information on canal barges and narrowboats, as well as canal construction, and he lists 20 relevant museums. Enthusiasts have recently formed the *Waterways Trust* that will be putting historical material on the net. Doing a keyword search on the FHLC for canal boatmen or inland waterways produces a number of interesting items.

The Shire books *Canal Architecture*, *Canal Barges & Narrow Boats*, and *Canals in Britain by Smith*, *Canal Arts & Crafts by Lansdell*, *London's Canals* by Pratt, and *Canals & Waterways* by Ware provide good background information and illustrations.

COMMUNICATIONS SERVICES

In the Middle Ages transportation needs were largely for agricultural produce to get to its markets and this was achieved in the main by drovers of live animals, and by farmers as a part of their weekly routine. As the movement of people and the needs of industry for transport services increased so methods of moving them proliferated, including the development of railways and postal services. This section deals with the services provided by drovers, carters, carriers & carmen, coachmen, railways and the post office in carrying people, animals, farm produce, industrial goods and the mail.

ROAD TRANSPORTATION

Drovers

The ancient occupation of droving farm animals goes back to prehistoric times, and flocks of sheep and herds of cattle were driven long distances from huge manorial and monastic pastures to Middle Ages markets. Young livestock could be reared on the poor, wet pastures on the Highlands but sheep and beasts could only be fattened in the lush lowland meadows. Thus cattle were brought from Scotland and Wales to eastern, midland and southern England, and most of the sheep came from Wales, walking along traditional routes and grazing at the roadside or in rented pastures. The droving trade was at its peak from the 17th to 19th centuries, from when the railways provided faster transport.

Farm animals had always been traded at town fairs and markets but as the population settled more in the towns and cities, and with limited methods of meat storage, there was a greater need for drovers to supply it fresh. Flocks of geese, ducks or turkeys, and herds of goats or pigs would all be driven on foot. The most important drovers routes were improved to become *turnpike roads* with tolls and drovers then created an independent network of circuitous *drove-roads* or *green-roads*. Hey lists a number of references about the old drove-roads and their preservation. *Packhorse routes* with their narrow hump-backed bridges over rivers too wide or deep to ford, and having perhaps a couple of wider passing places, went through the villages. Some of these were *stannary ways* bringing tin from Cornwall, or *saltways* for Cheshire and Worcestershire salt (Litton).

Crieff in Perthshire was the centre for the drovers coming from the far north and west of Scotland, and they proceeded to Falkirk, Stirlingshire where English dealers bought them and drove them hundreds of miles south. Hey states that 80,000 Scottish cattle came to England this way annually.

The border towns of Shrewsbury, Leominster, Hereford and Monmouth were where the Welsh drovers headed on their way to London and other towns in the English midlands and south. Telltale signs are the numerous Drovers Inns and the presence of Welsh patronymic names in English parish registers along their routes, especially along the old Roman road called Watling Street in Bedfordshire (Rowlands & Rowlands).

Drovers would take in all the major markets and fairs held on set dates throughout the year, and their wives often came with them, setting up shops to sell woollen products in the towns along the way (Watts).

Records of drovers are sparse; they had to be licensed at the quarter sessions from 1552-1772, except in the six northern counties of England. Drovers had to be married householders at least 30 years of age, and some were very affluent dealers. When a genealogist finds a drover marrying a local girl they should consider the routes of the local green-roads for evidence of his christening. An index to Welsh cattle drovers is on the Pembrokeshire Occupations pages of the GENUKI website.

Carters, Carriers & Carmen

In the Middle Ages farmers tended to carry their own produce to their local market town or port. The wealthier ones employed agricultural labourers called carters for the job using simple two-wheeled wains at first, then heavier four-wheeled waggons from the 16th century (Camp 1999-2). It was a social occasion as well, a chance to catch up on the news, find labourers at hiring fairs and meet a potential wife coming from the catchment area of the market.

Local carriers also ran regular routes, and long distance carriers operated from the Middle Ages increasing in numbers in the late 16th and 17th centuries. All parts of England and Wales were connected to London by weekly services by 1637 and days and times of arrival

and departure at inns, the destination points, were published (Hey). Wagons or teams of packhorses were used and services to London, especially, proliferated. The carrier was certainly the cheapest form of transport other than walking. Even unwanted babies, hundreds of them, were sent by carrier to the Foundling Hospital in London from all over England (Camp 1999-2).

Carters, carriers, and carmen, including sedan chair carriers, had to be licensed and surviving records will be in the city record office where they were based. Look in the FHLC under COUNTY - TOWN - OCCUPATIONS or COURT RECORDS or write to the local record office. Other information about local carriers is difficult to come by before trade and commercial directories and newspapers flourished in the late 18th and 19th centuries.

Occasionally handbills giving details may be found in county or local archives ephemera sections, but often one only has a reference in parish registers or other documents to, for example, a London Carrier, that is one who ran the service to London. The local carrier also took passengers into town as can be found in the novels of Thomas Hardy, and such local services naturally survived the coming of railways and buses better than long distance goods carriers. There are a few examples of rural carriers still in business at the end of the Second World War.

The carts were horse drawn by one, or rarely two, animals and were often high, four-wheeled vehicles with a bench either side.

Passengers climbed the steps at the rear and sat facing each other, perhaps sharing the cart with an assortment of chickens, rabbits, ducks or the occasional goat or sheep! Folk would attract the carrier's attention by means of a flag in the window, or a brick on a gatepost, so that he would call and pick up their parcel or take them on board (Johns). An extract from a trade directory is shown in Chart 14.

Chart 14: Carriers from Congleton 1834
An extract from Pigot's Commercial Directory for Cheshire

To BIRMINGHAM, NEWCASTLE, STONE, STAFFORD & WOLVERHAMPTON, Ann Johnson's *Waggon* (from Manchester) calls at the Moreton's Arms every Sunday, Tuesday and Thursday.
To CHESTER & MIDDLEWICH, Peter Joynson, from his house, every Tuesday.
To MANCHESTER, Ann Johnson's *Waggon* (from Birmingham) calls at the Moreton's Arms every Monday, Wednesday and Fridays morning at four; goes through Wilmslow.
Note: Edward Snelson ran The Moreton's Arms, Swan Bank.

The city carriers were called carmen and they delivered general goods, including coal, using a cart. The 2,444 surviving apprenticeship records at the Guildhall Library of the Carmens' Company of London for 1668 and 1678-1800 have been indexed by Webb. The originals are part of the 7 films of Carmens' Company records starting at 2068137.

Coachmen

The first coaches appeared in England in the 1560s and they were at first confined to the London area, the state of roads outside the capital not really encouraging their spread! By 1600 coaches were being used in other parts of the country and by the 1630s public stagecoaches operated within 30 miles of London. They were based on major inns that acted as *staging posts* at roughly 10-mile intervals (stages). Towns in Yorkshire were part of the system by 1658, the trip taking four days from London. Perusal of a map of any major artery, such as the Great West Road, shows that the old coaching towns were placed at almost exactly ten-mile intervals right down the route, most being today's prosperous industrial and tourist centres.

Steel springs were used from 1754 and made the ride more comfortable. Local parishes and townships could no longer afford the upkeep of the highways by themselves by the 18th century because of the increased traffic, thus more and more *turnpike trusts* were formed to improve the major roads and collect tolls for this purpose. Improvements included regular maintenance, widening to allow wheeled vehicles to pass, replacing packhorse bridges with new ones, and occasional new courses for sections of roads.

In the late 18th and 19th centuries entirely new turnpike routes were commenced, all assisted by the work of the engineers Telford and MacAdam. Local roads remained as poor as ever, being maintained by the local parish. Turnpike roads are indelibly associated with the stage

coach era; Aldin's Romance of the Road is wonderfully evocative of the period. Hanson and Maurin (1995) provide good descriptions of coaching and a coachman's life is described by Jones. With the coming of the railways tolls declined dramatically as freight was transferred to rail and by the 1850s and 1860s many turnpikes were in poor repair, responsibility for them being transferred to the new county councils in 1888.

The demise of the occupations of stage coachman and guard was rapid—there were 2,619 in 1839 but only 146 four years later (Camp 1999-2). Felgate has provided a delightful history of public road transport in London from the early *sedan chairs* to the motor cab and Walker has written about tollgate keepers.

Many of our ancestors will be found on censuses as coachmen, ostlers, grooms and collectors of tolls; the latter are likely to stay in one place, but those who worked with the horses at the inns and on the coaches themselves tended to move up and down the coach roads, in a similar manner to canal people. Happily stage-coaches, milestones, water troughs, tollgates and tollbars lasted into the era of photography.

County archives contain much evidence of local highway building, maintenance and turnpike trusts.

A major source for routes and coach proprietors are the provincial trade directories Chart 15, and advertisements were naturally carried by local newspapers.

Chart 15: Coaches from Congleton 1834

An extract from Pigot's Commercial Directory for Cheshire

To LONDON, THE *Red Rover* (from Manchester) calls at the Bull's Head Inn, Mill St, every night at eleven; goes through

Newcastle, Stone, Stafford etc.

To BIRMINGHAM, the *Royal Mail* (from Manchester) calls at the Three Arrows, Mill St, every day at twelve; goes thro' Newcastle, Stone and Stafford; the *Rail-Way* calls at the Coach & Horses, Mill St, every afternoon at half-past three; the Traveller calls at the same Inn every morning at half-past ten; & the *Eclipse* calls at the Three Arrows every morning (Sunday excepted) at half-past nine; all go the same route as the Mail.

To MANCHESTER, THE Royal Mail (from Birmingham) calls at the Three Arrows every morning at eleven; the *Eclipse* calls at the same Inn every afternoon (Sunday excepted) at two; both go through Wilmslow; the *Rail-Way* calls at the *Bull's Head* Inn every morning at half-past three; the *Traveller* calls at the *Coach & Horses* every afternoon at half-past four; the Hero from the Moreton's Arms every morning (Sunday excepted) at half-past six; the *Red Rover* (from London) calls at the Lion and Swan Inn every afternoon (Sunday excepted) at half-past one; and the *Potter* (from the Potteries) calls at the Bull's head Inn every morning (Sunday excepted) at nine; all go through Macclesfield.

To the POTTERIES, the *Potter* (from Manchester) calls at the Bull's Head Inn every evening (Sun ex.) at seven)

RAILWAYS

History of the Railways

The first evidence of railways in Britain are the stoneways on Dartmoor, with points (switches), for carts taking stone from quarries. All-wooden railways were in use by 1690, and by the 18th century horse-drawn carts with flanged wheels which ran on rails had been developed. Steam was introduced in the 1790s. The early history of railway development is summarized by Hey, and he gives further references. Railways only start to become important after 1829 when Stephenson's Rocket enabled passengers to be pulled quickly by steam locomotive. The subsequent railway mania of the late 1830s and 1840s facilitated inexpensive movement of both goods and people. Nearly all of the main English lines had been completed or at least authorized by 1852, the last (London to Sheffield) in 1896, with progress in Wales, Scotland and Ireland being slower. The first London Underground (the tube) was opened in 1863. It is worth noting the construction dates of relevant rail lines, given in Richardson and other references, to give pointers to possible ancestral areas of townspeople when the trail grows cold.

Smaller communities were linked by rail to the main lines before 1914 and this date marks the end of the period of greatest prosperity for the railways, stage coaches having died out, the canals largely bought out by the railway companies, and cars and buses not yet

firmly established. There had been a plethora of companies, (almost 1,000), each sponsoring its own line(s) but the strains of transporting troops and munitions during the First World War almost bankrupted many. In 1923 the majority were amalgamated into four large companies:

- *Great Western Railway (GWR)*
- *London, Midland & Scottish Railway (LMS)*
- *London & Northeastern Railway (LNER)*
- *Southern Railway (SR)*

In 1933 the London railways were amalgamated as the *London Passenger Transport Board* now *London Transport.*

There was now increasing competition from *coaches* (long distance buses) and *lorries* (trucks), and the Second World War brought intense strain on an aging rolling stock and of-course serious bomb damage to lines and buildings.

So, in turn the *Big Four* and the 48 others still surviving were nationalized in 1948 as British Railways with six regions:

- Eastern Region.
- London Midland Region.
- North Eastern Region.
- Scottish Region.
- Southern Region.
- Western Region.

Much modernization occurred during the 1950s and 1960s including introduction of diesels and electrification, and pruning of about a third of the network, mostly unprofitable rural lines.

Many early Victorians were opposed to the development of this vast communications network, including the Duke of Wellington who said, "*Progress be damned. It will just enable the lower classes to move about and become discontented*" (Richards). During the Victorian and Edwardian eras the railways expanded the horizons of ordinary people in Britain by allowing:

- Long distance migration.
- Long daily commutes to work, allowing the development of city suburbs.
- Taking holidays far away, which enabled the development of seaside resorts like Blackpool in Lancashire, Scarborough in Yorkshire and Southend in Essex within reach of London's East End.
- Suburban middle-class residents to patronize the new city department stores.
- Development in & communication with rural areas.
- Cheap goods to be brought from far away.
- New opportunities for the secure employment of hundreds of thousands of men and women.

- Employment abroad building and running railways in the Empire and elsewhere. Many thousands of families experienced life all around the globe courtesy of railway company contracts; some came back but many emigrated.

Railway Employees

The explosion of railway building in the early Victorian period came in the wake of agricultural mechanization and the *Swing riots* in southern England, when vast numbers of labourers were thrown out of work. Thousands of labourers imported from rural areas of England, and from Ireland, became railway navigators (*navvies*) or *excavators* building the *permanent way*. The lowest paid workers were earning one-third more than an agricultural labourer (Jerome). Thousands more built the *locomotives* and *rolling stock* in centres like Swindon, Wiltshire, Wolverton, Buckinghamshire and Crewe, Cheshire and more thousands actually ran the railways once they were built.

The railways rapidly became one of the largest employers in the United Kingdom, and May (2000) provides an introduction to the many kinds of occupational categories, with plentiful illustrations. Railway employment can certainly explain many sudden appearances and disappearances of relatives during the mid-19th century.

What kinds of employment could be found with the railways? There were two worlds—the managers, clerks and other salaried white-collar workers, and the weekly wage-earning manual workers (operatives). Amongst the latter, the engine driver of a crack passenger train such as the Flying Scotsman was at the top of the heap and he would have worked his way up slowly from perhaps a cleaner in the sheds or works, to fireman, then to driver.

The train crew (driver, fireman and guard) practiced *double-homing*, that is, they split their time between a normal home with their family at one end of the line they worked on, and a second home in lodgings at the other end (Jerome).

Wages were generally low, but the employers were amongst the first to provide benefits such as pensions, sick pay, convalescent homes, staff housing, community facilities and social activities.

Staff were of high calibre compared to outside the industry, were loyal to their companies and took pride in their work.

The days of many personnel, such as rural station masters, ticket clerks and porters, were not filled and there was a chance to develop hobbies such as gardening and reading. Signalmen were rather well known for their literacy as well as their industrial militancy (Fowler 2002). Apprenticeships and technical training were provided, as were other needed skills like accountancy and safety procedures.

At first large numbers of women found work in station restaurants and bars, and in laundries. When the men went off to two world wars women undertook clerical tasks and were suddenly found to be capable of a lot more, from running lost luggage offices to cleaning engines and becoming railway police!

Railway Records

The great variety of records of the many dozens of Victorian railway companies, (and the canal, dock and shipping companies they owned), were initially collected by the *British Transport Historical Records Commission* (BTHR).

The Public Record Office holds a good collection of these mostly in the RAIL class, each former company having one or more class numbers. Other classes where railway material can be found are AN, B, BT, J, MT, WO, ZLIB, ZPER and ZSPC (see PRO leaflet D81). Sometimes records of an earlier company are included with those of the company that took it over. The smaller and older companies are less well represented.

The most complete records are for the enormous Great Western Railway and those smaller ones it absorbed over its 120-year existence. *British Railways Board* records have the letter code AN, but there are few personal records available here as there is a 75-year closure period. Railway magazines have the code ZPER and cover roughly 1900-1960. The RAIL Series are divided thusly:

RAIL 1-799	Individual Railway Companies
RAIL 800-899	Individual Canal Companies (include Docks, Inland Waterways & British Waterways).
RAIL 900-999	Timetables
RAIL 1000-1165	General

Bevan gives a summary of PRO records, but Edwards, Hawkings, and Richards should be consulted for details of what is held where, and the PRO has published three descriptive leaflets:

D69	Railway Records
D81	Railways: Administrative and Other Records
D82	Railways: Staff Records

Other important collections are held by the:

- *House of Lords Record Office* (a.k.a. the Parliamentary Archives) has the records for Acts of Parliament regarding acquisition of land for building railways.

- *National Archives of Scotland*, which contains most of the Scottish railway companies' records.

- *London Metropolitan Archives* has London Underground and the later London Transport records, the latter includes trains, buses, trams and the underground. These comprise mainly board and other minutes, correspondence and some accounts.

- *London Transport Museum* holds sets of staff magazines, timetables, photographs, maps & posters, tickets, and other printed ephemera.

- *National Railway Museum* in York, whose records are mainly technical, plans of locomotives and rolling stock, signalling and track layouts; they also have many railway magazines.

- The *Railway and Canal History Society* holds a huge index (23,000 cards) of some 200,000 documents held in Newbury, Berkshire.

- *County archives and local record offices*, railway museums and *preserved railways* often have material on their local companies and lines.

- *Great Western Railway Museum* holds apprenticeship indentures, some company papers and photographs.

- *Thomas Cook Company Archives* holds timetables, guidebooks & holiday brochures, photographs and staff magazines.

- Unfortunately no staff records appear to have been microfilmed yet, but the FHLC does have much railway historical and geographical material for various areas of Britain.

When tracking a railway employee it is first necessary to ascertain what kind of work he did and for which company he worked.

If these are not immediately known the following facts can be gathered to narrow the choices considerably:

- Rough date of joining the railway.

- Rough date of retirement.

- Name of a station or area of the country in which he worked or lived at a certain date.

- If he was involved in any railway accidents or other railway events that would have attracted newspaper or railway magazine coverage.

Care should be taken with dates given for the record classes as they may cover the dates of retirement of employees whose information goes back another 50 years, or they may refer to the birth date of the oldest member of staff whose service is covered.

There was a great need for experienced staff as railways were developed abroad.

Records of railway staff sent overseas may appear in Foreign Office or Colonial Office classes, or may not have survived. Other men were lured by higher wages and Richards includes a section on this topic.

The following types of records were kept by many companies in different formats and with varying degrees of diligence and archival care.

It should be remembered that people changed jobs, and companies merged, went bankrupt, or were taken over by other companies, so sometimes the trail goes cold and needs to be picked up again elsewhere.

➢ Staff Registers

These were kept mostly for manual workers (operatives) and basic records may include:

- Name, date of birth, and date of entry.
- Employment before entering railway service.
- Initial grade, wage, and place of employment.
- Periods of absence and ill health.
- Promotions, wages increases and transfers.
- Offences, punishments and commendations.
- Awards for proficiency in railway related subjects such as first-aid and the ambulance movement.
- Railway educational achievements and civic honours.
- Resignation or death.

Staff registers were kept by the department in which the man or woman worked which for a large company would be as follows (Richards):

Manual Staff

- *Operating, traffic or coaching* includes porters, shunters, guards, signalmen, gatekeepers at level crossings, traffic inspectors & general station staff.

- *Locomotive*, or *loco carriage and wagon* includes engine drivers (enginemen), firemen (stokers), engine cleaners, loco depot labourers, wagon repairers & examiners, loco workshop & carriage building staff, mechanical & electrical staff involved in maintaining fixed & mobile plant like lifts & mobile cranes at stations & depots or at works & factories.

- *Commercial or goods handling* included all staff who collected, delivered and handled goods in freight depots, including horse & motor drivers.

- *Engineering* includes staff involved in construction & maintenance of permanent way, bridges, stations & other structures; track maintenance staff (surfacemen, platelayers or packers); and timekeepers.

- *Signal or Signal & Telegraph* staff were involved in installation, maintenance & renewal of signal boxes and apparatus, telephone lines and exchanges, & telegraph equipment. It's worth noting that railwaymen called a signalman a *policeman.*

- *Miscellaneous groups* such as stores, marine, continental, ticket printing, hotels and catering.

Many *Railway Police* records are held by the PRO, but some are with British Transport Police who do assist with enquiries.

An extensive series of railway police documents is listed in PRO leaflet D69.

Staff registers, like muster rolls for the army and navy, indicate former employment with the railway as well as promotions thus it is possible to track an employee from one place or department to another. PRO leaflet D82 has a good example from RAIL 264, and a listing of the RAIL classes for different companies is given in leaflet D 69.

➢ Salary Registers

These were kept mainly for clerical staff and record regular salaries, salary increases, benefits, bonuses and fines. PRO leaflet D82 has a typical example from RAIL 264.

➢ Personnel Files

Some companies maintained separate administrative files on individuals or groups of both clerical and operative staff. The diverse purposes include pensions, attendance, discipline and fines, members of staff associations, complaints, joiners, and leavers. Pension and benefit schemes were operated by many companies. These usually indicate the name, next of kin, date of resignation, amount of pension and date of death.

➢ Company Minute Books

These record individual appointments, promotions, resignations and dismissals. Small companies have these in their board minutes, larger ones in the appropriate committee minutes.

➢ Accidents

Accidents to trains, passengers and railway staff were frequent, especially in the early years, but they did create written material of use to the family historian. Newspapers are a good source for all accidents and the *Railway Inspectorate* of the Board of Trade in the Ministry of Transport investigated and reported on fatal ones with their reports being in MT 29, MT 30 and MT 114. Other accident reports can be found in RAIL 1053 and MT 6.

➢ Staff Magazines

The earliest staff journal arrived in 1862 and most of the larger railway companies were publishing monthly staff magazines by the time of WWI. These contain much biographical material about individual employees, especially postings, retirements, social activities, and obituaries and often contain photographs. Wigg gives examples of what can be found. If you know the date of death or retirement this might be the best place to start your research. Sometimes former employees who had emigrated used the journals to keep in touch, Richards gives a good example.

Mention should be made of Lawrence Popplewell's seven parts of the *Gazetteer of Railway Contractors and Engineers* for the different areas of England & Wales. It should be noted that the *navigators* who built the railway lines were mostly employed by construction companies not railway companies, and records of those are hard to find and rarely mention names of such men. However, it is also true that after their navvy days many of these men subsequently joined the railway staff, mainly as engine drivers or track maintenance crews. A most interesting article on the life of navvies is that by Leeds. There are sometimes other kinds of records as well, depending on the company and the individual. There is now a growing name index to *Midland Railway records* under the name *Wyvern M.R. Index* (address in Appendix). The researcher will not be short of background material, including photographs, as there is a vast literature aimed at the thousands of current and former railway enthusiasts. Richards lists some better ones describing working conditions.

POST OFFICE

History of the Post Office

The Royal Mail was instituted by James I in 1603 and carried letters for the king and his court. Very few private letters were allowed so merchants had to depend on commercial carriers or their own private arrangements. Charles I, who was always short of money, opened his posts to the general public in 1635 as a fund-raising effort.

By the mid-17th century towns throughout England & Wales, and later Scotland and Ireland, were connected by a postal service run along the *farming* method common at the time. This was such that individuals paid an annual fee for the privilege of running a post office, then ran the postal service as a private business making whatever profit they could. In 1666 the Great Fire of London destroyed the General Post Office which is why the surviving records only date from 1670.

The Post Office has been one of the largest British employers since the 18th century. Its contributions towards the development of the country include improvements in commerce, communications, literacy, technology and transport.

Mounted post-boys carried the letters along the main roads, each having their own area and passing the bag of mail to the postmaster at regular *posts*. He would give it to the next post-boy, in relay.

Post boys were frequently robbed but from 1784 *mail coaches* were used and these had a smartly-uniformed, heavily armed guard on board who also acted as timekeeper, for they were run on a very strict schedule. On approach to towns where the coach did not stop, the guard would sound his posthorn to alert the postmaster, who would lean out of an upstairs window to exchange incoming and outgoing mail bags with the guard.

Despite popular literature there was only one recorded attempted hold-up of a mail coach, in 1786, which was promptly thwarted by the guard who shot the highwayman dead (Perry).

The first letters were carried on the railways in 1830, with the first sorting office on board in 1838. By 1846 the railways superceded the London-based mail coaches, and the same happened to the rest of the provincial towns during the 1850s.

However, in 1887 horse-drawn long-distance coaches were re-introduced for parcels. Motorization came about in a limited fashion in 1902 and the first fleet of post office vehicles appeared in 1919.

At first payment was collected from the addressee and the amount depended upon the distance carried, until 1840 when Rowland Hill's *Penny Post*, using the famous Penny Black stamp for prepayment was introduced. Jerrold wrote a wonderful piece concerning the days when the recipient paid the postman.

Post Office Archives

Although its records are, by law, public ones the Post Office is not a government department and does not transfer its records to the Public Records Office at Kew. Its records have to be made available to post office officials in the course of their work, and access has to be provided to the public for unpublished materials over 30 years old.

The archives is called Post Office Heritage and is situated at the back of the main sorting office at Mount Pleasant in London, not far from the London Metropolitan Archives and the Family Records Centre, the local pub being the *Penny Black.*

The records are organized into various POST categories according to the type of information they contain. There are over 120 POST classes with items within each class identified by a piece number, the same as the system used at the PRO.

The indexing system is based on the first letter and first vowel, thus White is indexed under Wi. The articles by Squelch and Perry describe the archives, the latter giving much more information than the web site.

A guide to the archives is available as well as detailed class lists. Sadly, nothing seems to be microfilmed yet.

Postal Employees & Their Records

Material from the late 17th century is available, with senior officials being traceable in accounts, salary lists and correspondence from 1672. There are three main series—pensions & gratuities, appointment books, and the establishment books followed by the lists of principal officers. There are also a number of records specific to particular groups of employees.

Pensions & Gratuities

As with other occupations, the pension records are often the best place to start because they will outline the person's whole career at once and thus enable prior documentation to be found quickly if it exists. Records of Staff Pensions in POST 1 are in correspondence files for all employees from 1859, but only for senior or clerical staff and the occasional hardship case before that time.

The forms record names, ranks, pay, date of birth, years of service, wages, reason for application, appointments held, absences and general conduct. It seems that in 1940, when the Post office took over the administration of its pensions from the government, many of the original records were destroyed and all that remains are the index books.

The normal retirement age was 60, but ill health forced some to retire early and others worked longer in order to increase benefits.

The pension was worked out on the best paid of the last 3 years, and in addition there was a lump sum that depended on the length of service (personal communication, search room supervisor).

Appointment Books

This is the next group of records to access since all full-time staff are recorded in the appointment books from 1831-1952 in class POST 58, arranged by surname. The original appointment papers have not survived, but these bound volumes contain names, dates of appointment, grade and place of work.

Establishment Books & Lists of Principal Officers

Lists of senior staff including all the postmasters, called *establishment books*, were made from time to time from 1742 until 1856 and are found in POST 59. These manuscript books contain the names of all those who worked in a certain place, and are good for tracing those who entered before 1831 when the appointment books begin.

Replacing the establishment books in 1857 come the annual printed *lists of principal officers* which were published from 1857-1980s and contain names, ranks, salaries, places of work and dates of appointment, plus dates of birth from 1916.

Postmasters & Subpostmasters

The earliest postmasters were called *deputies* as they ran the local postal service as deputies of the Post Master General. Most were innkeepers until about 1800 since they needed to provide horses for the post boys as well as handle the mail.

Later they were chosen because they had a business in a suitable location, but by 1850 purpose-built Crown Post Offices were provided whose sole business was the mail. Early records are in POST 1-3, 9, 58-59 and 94 and are described by Perry. Subpostmasters and Subpostmistresses were usually not Post Office employees thus records for them are sparse. The post office counter was in their sweet shop, public house, stationery shop or general store as an added attraction for customers. Perry lists the post classes for some records from 1792.

Packet Boat Agents & Captains

The *packet boats* were the ships that carried mail to and from the continent (of Europe) and they also provided a reliable service for passengers and for goods. *Packet stations* had been established at Harwich, Essex in 1660 for the Holland mail; Falmouth, Cornwall in 1689 for Spain and Portugal; and Dover, Kent in 1700 for France and Flanders. The post office appointed *packet agents* to supervise these stations and their salaries can be found in POST 4. The ships were hired from the *packet captains* and these records are in POST 1, 2, 3 and 43. Appointments of both agents and captains will be found in POST 58-9.

A distant relative, William Dashwood (1754-1794) of Falmouth was the captain of H.M. Packet Expedition, and such people rated an obituary in *Gentleman's Magazine* and a PCC will. Encounters with foreign privateers were part of life on the packets, and Perry recounts one such tale.

Letter Carriers, Postmen & Postwomen

Up until 1883 those who delivered the mail were officially *letter carriers*, but when the parcel post was introduced then the title changed to postman. There were few *postwomen* before the First World War. The names and appointments of London letter carriers in POST 59 date from 1742, and other classes of use are POST 7, 35-38, 42 and 59 mainly from the mid-19th century but including those outside London. There are more details about those who created problems or gave outstanding service, than there are for the average employee.

Clerks

POST 59 includes details for the London, Edinburgh and Dublin clerks from 1742, and from 1857 they appear in the annual *list of principal officers*, with details of their appointments and salaries. Clerk appointments are in POST 58 and salaries appear in POST 7.

Telegraph Service

The post office acquired the monopoly of handling the telegraph service in 1870, and uniformed *Telegraph Messenger Boys* of 13 and up delivered telegrams by bicycle. Those under the age of 16 were not normally put on the records so their appointments won't be found in the regular series, but there is a special series in POST 58 for 1871-1882 for trainees. They could progress further by taking an exam at age 16 and then become a junior postman, sorting clerk or technical tradesman.

Post Office Savings Bank

In 1861 the post office introduced savings facilities for ordinary wage earners in over 700 post offices, at a time when there were few banks outside major towns, and only the well-off were served by them anyway.

This proved extremely popular as by the mid-1880s there were 3 1/2 million accounts in thousands of post offices. Postal orders were introduced in 1881.

Telephones

The post office took over the *National Telephone Company* in 1912 and staff records are kept at the post office archives, even though the working papers have been transferred to *British Telecom Archives*.

Case Papers of Incidents

There is a précis of case papers of incidents reported to Post Office Headquarters 1794-1973 in POST 35 and 38, each year being indexed.

If the post town or sub post office is known then incidents such as appointments, applications for wage increases, dismissals, promotions, drunkenness, and even the purchase of wooden legs, can be easily found. Squelch gives some wonderful examples from these incident records.

Other Records include those of specific post offices, salary lists from 1793, and recruitment records from 1861. Post Office Heritage also has a museum of artefacts and a large archive of photographs, including plenty of individual staff.

My great grandfather, William Eves, was a very ordinary postman in Greenwich, south-east London and what I have found out about him so far is given in Chart 16. This work was done nearly 20 years ago when things weren't so organized at the post office archives.

I need to revisit and check such things as the staff magazine for 1913, 1926 and 1944 for significant events in his life; the Post Office and Greenwich Local Studies photographic archives; and the incidents book.

Chart 16: Career of Postman William Eves

Date	Item
1888 Jun	Appointment as Boy Copyist. Nomination Paper # 193825. Appointment Minute # 8743/88
1889 21 Mar	Auxiliary Letter Carrier (birth son William)
1890 16 Dec	Letter Carrier (birth dau Winifred Edith Maria)
1891 5 Apr	Auxiliary Letter Carrier (census)
1891 Sep	Appointment of Wm EVES as Postman South East Region NP # 343023. Another record gives NP # 356563 and AM # 18474
1913	He received the Imperial Service Medal, given to civil servants with 25 years service.
1916 1 Jan	Postman (wife's death)
1916 22 Sep	Postman (marriage dau Winifred)
1926 13 Dec	Retirement at age 60 after 38 years service. Pensions & Gratuities Minute # 15140. William EVES Postman LPS SE P 119959-376 Nov.
1944 1 Sep	Postman (retired) (his death)

The Post Office published an annual court and commercial *Directory* for cities and major towns which had an extensive information section on its services at the back; 65 pages in 1846! Herein will be found:

- Postal rates.
- Lists of all places in the British Isles containing post offices that issue money orders, with time of pick-up and delivery for London mail, and many having the names of their post masters.
- Designs of obliterating stamps (postmarks) so one can tell from whence a letter comes.
- Places throughout the world where mail is dispatched.

- Hours of delivery in the London area -inner areas had five deliveries per day in 1846!

- and much else.

In other trade directories the postal arrangements are one of the features given for each place, thus in Pigot's Commercial Directory for Cheshire 1834 we learn that in Mottram the Post Office was run by Robert Wagstaff, post master, and *letters from Manchester arrive every evening at half-past five and are despatched every morning at twenty minutes before seven.* In Runcorn there is a list of times (in terms of the tides) for packets for passengers and for goods going to Liverpool, Manchester, and Northwich.

LAW & ORDER, FIRE & RESCUE SERVICES

POLICE

History of Police

The maintenance of law and order can be divided into two epochs in Britain with Sir Robert Peel's 1829 Act of Parliament for improving the police as the defining moment for the creation of the modern police force.

Parish Constables

Anciently the parish constable was the man who preserved the peace and was appointed annually and regulated by the manorial court. He was also known as a *Petty Constable*, and in some places was synonymous with the *Headborough* or *Tithingman*. In 1381 *Justices of the Peace* were established to whom he then reported, but for certain duties he was responsible to the Head or *Chief Constable* of the county division known as a *hundred* or *wapentake*.

As manors decayed during the 17th and 18th centuries the parish vestry took over appointing the constable, but the head constable would be appointed by the quarter sessions and was paid £5 per quarter. A constable was unpaid, (but did get expenses re-imbursed), and had to be an able-bodied male resident aged 25-55 who was required to serve when called unless he could pay for a substitute, or belonged to one of the exempted occupations (Arnold-Baker).

He had a wide variety of responsibilities (Hey, Fitzhugh):

- The village stocks, pillory and lock-up.
- He raised the hue and cry.
- Vagabonds and intruders who had no right of settlement in the parish, and whipping vagrants.
- Securing prisoners and transporting them to quarter sessions or assizes.
- Escaped prisoners, riots and unlawful assemblies.
- Collection of county rates (taxes) which paid for the house of correction, roads and bridges, lame soldiers, travellers with passes, and the assizes.
- Collection of national taxes like the poll tax, hearth tax and land tax.
- Organizing ballots for raising local militia and compiling muster rolls.
- Providing lodging and transport for armed forces.
- Lighting of beacons.
- Weights and measures.
- Supervision of alehouses and providing a list of them for licensing at the brewster sessions.
- Non-attendance at church.
- Oppression by other officers.
- Commercial irregularities.
- Compiling jurors' lists.
- Drunkenness.
- Unauthorized building of additional cottages and dovecotes.
- Taking lewd women before the Justices of the Peace.
- Detaining fathers of bastards.
- Destroying vermin.

- Appearing at inquests.
- The parish bull.

The position of constable was thus exceedingly time-consuming and resented by many who had to take their turn, with concomitant inefficiencies. Church has edited a contemporary account of the parish constable's duties, and a detailed account of how they were appointed with a long list of those who were exempt is in Arnold-Baker. From the time of Charles II cities employed night watchmen as assistants to the constables. These were usually old, infirm men who were virtually useless for the position, so quickly acquired the nicknames right *Charlies*. Their *watchhouses*, some also used as *cages* to hold prisoners, were sometimes converted into early police stations later on.

Development of the Police Force

Henry Fielding (1707-1754), author of Tom Jones, was well acquainted with London lawlessness, being a barrister and chairman of the quarter sessions from 1749, and also a Justice of the Peace. He, and his half-brother Sir John Fielding, also a magistrate, set up the *Bow Street Runners* in 1750. This was a small detective force employing paid constables in London, intended to combat crime, and men wore red waistcoats which earned them the nickname *Robin Redbreasts*. Unfortunately, after Henry Fielding died the Runners became corrupted. There was also a *Bow Street Horse Patrol* and experience with these two forces provided the early impetus to reform the administration of law and order (Shearman). Other factors in the late 18th

century which showed that better policing was necessary were the American Revolution (1776), the French Revolution (1789), increasing highway robbery, and social and industrial unrest epitomized by the Gordon Riots (1780), the Luddites around 1812, and the Peterloo Massacre in 1819. At first the government's only recourse was to raise an army to deal with British insurgency, but after a number of years of reports and indecision reform came with the passage of Home Secretary Sir Robert Peel's Act in 1829.

The *New Police* or *Metropolitan Police Force of London* appeared in their tailcoats and top hats in September 1829, and carried wooden truncheons and rattles (later whistles). They had to be at least 5'7" tall, under 35, literate and of good character. The force was responsible for a 7-mile radius around Charing Cross, excluding the City, extended to a 15-mile radius in 1839.

Initial public reaction was not favourable as they were regarded as traitors to the working class and acquired the nicknames *Peelers* (after Sir Robert Peel), *Blue Devils*, and *Raw Lobsters*. The high collars on their uniforms were not decorative but protection against garrotting! (Bird). Later the uniform changed to a jacket and helmet and they gradually established their reputation as friendly advocates and firm disciplinarians, reflected in the later affectionate appellations of *Bobby* (after Sir Robert) and *Copper* (to cop is to capture or arrest). Royall remembers their centenary celebrations.

Legislation was passed to create local police forces, responsible to the Home Office, in boroughs in 1835 and counties in 1839, and by 1856, (1857 in Scotland), this was mandatory. Thus between 1829 and 1856 there was a mixture of old and new systems throughout the country. There were 231 forces in England & Wales by 1889, some with as few as 11 men, but mergers have reduced this to 43 forces. Naturally the greatest need was in urban rather than rural areas, especially with the large-scale movement into the towns during the 19th century.

Dublin Metropolitan Police were formed in 1786 and the rest of Ireland was covered by the *Royal Irish Constabulary* (RIC) that came into being in 1836 and lasted until Ireland divided in 1922. There was a special auxiliary force called the *Black and Tans* during the troubles prior to independence.

Special forces were needed to police rivers and railways:

- In 1798 the *Marine Police* was instituted to protect Thames merchant shipping in the Port of London.
- In 1837 the *Railway Police* started and it now covers all of England, Scotland & Wales, including the London Underground and the Docklands Light Railway. Richards provides information about railway police.
- There was also a separate *Royal Military Police* (address in Appendix).

Women were not appointed to police patrols until 1919 but did not have the power of arrest until 1923.

Policemen's Records

Records of Constables

Chief constables were appointed at the *quarter sessions* for each hundred so records will be there Chart 17 and the petty (or parish) constables may be listed for each parish in the quarter sessions as well. Most of these are filmed—look on the FHLC under COUNTY - COURT RECORDS. Otherwise the parish vestry minutes will have the appointments, and these will be on the FHLC under COUNTY - PARISH - POORHOUSES, POOR LAW ETC Chart 18. After 1842, when parish constables were appointed by the Justices of the Peace, records of appointments should be with the records of the county Clerks of the Peace (Herber) and under county records in the FHLC. The workings of the quarter sessions have been described by McLaughlin and a list of extant ones is given by Gibson.

Chart 17: Appointment of Chief Constable in 1830 Quarter Sessions Records

Hundred of Freshwell, Essex *Michaelmas 1830*

Mr. Frederick GIBLIN
Chief Constable of the Hundred of Freshwell

On the recommendation of His Majesty's Justices of the Peace usually acting in and for the Hundred of Freshwell in the said County, It is Ordered by this Court that Frederick GIBLIN of Radwinter in the said County Gentleman be and he is hereby appointed Chief Constable of the said Hundred of Freshwell in the [place] of the late Mr. John Hornet deceased and this Court doth desire some or one of the Justices acting in and for the said Hundred forthwith to send for the said Frederick GIBLIN and Administer to him the Oath for the due execution of his said Office.

Chart 18: Appointment of Headboroughs Vestry Minutes, St. George-in-the-East, Mddx

Film 1,786,554

6 April 1817

Memorandum that the persons undermentioned were sworn to serve the Office of Headborough for the ensuing year.

HEADBOROUGHS

David Janes	John Coverdale	John Lowen
James Proudfoor	William Mackay	Joseph Reilly
John Benton	James Briggs	Charles Jauncey
Henry Palmer	William King	William Brown
John Wm Price	William Brooker	Thomas Parker
John Sargeant	William Barker	Joseph Messenger
Charles King	Andrew Anderson	Aaron Knight

Police Force Records

The early senior officers (sergeants, inspectors & superintendents) were drawn from the ranks of the army and navy and if police records are lacking, then those services should be checked. Regular policeman had no army or navy experience or discipline, being often labourers of good character. Most modern police forces date from before 1860 and amalgamations have complicated the records but there is no central police archives. The only records that are public ones are those of the Metropolitan Police and the Royal Irish Constabulary and their records are at the PRO who have produced appropriate leaflets:

D52	Metropolitan Police (London): Records of Service.
D54	Records of the Royal Irish Constabulary.

Despite the problems for preservation of records caused by those wishing to clear away 'old rubbish' after amalgamations, costs of proper storage and handling, and the paper pulping demands of two world wars, a surprising number of records of other forces survive although often somewhat spotty in nature. These have either been deposited at the county or local archive, or may still be with the force itself. Many police departments are very helpful and have very good open archives and even museums. Others don't have the resources to offer these to the researcher or have severe restrictions on divulging personal details even to descendants of long deceased members, an example being the Royal Ulster Constabulary. Progress is being made, and much is being transferred to local archives. An alphabetical gazetteer of British police forces and

their surviving records is provided by Shearman, and an older guide is that of Bridgeman & Emsley. Access to records at public archives is through the usual routes, but for records still held by a force then a letter with an SAE to the Curator or Archivist at the police HQ would be the right way to start an enquiry. Addresses can be found in local phone books that are available on the net at website: www.teldir.com.

Metropolitan Police

The Metropolitan Police in London, (the *Met*), still have access to pension registers and indexes although the documents are now at the PRO. They are very helpful to researchers. Chart 19 shows information received in 1991 from the Metropolitan Police that seems to have come from the Pension Ledger Index.

Chart 19: Letter from New Scotland Yard

According to our records John DOLAN joined the Metropolitan Police on 23 Feb 1880. He was given the Warrant Number 64322. He retired from E Division on 5 mar 1906 and had the Divisional Number 366 and was awarded a pension to the value of £58 5 shillings and 4 pence per annum. The following information is available from his pension record:
He was aged 56 years on resignation. He served 26 years 10 days in the Force. He was paid £1 13 shillings 6 pence per week. His height was 6 feet and ¼ inch. Hair was grey; eyes brown; complexion fresh. He had a scar on his forehead. He was born at Glendalough, County Wicklow, Ireland on 19 Sep 1849. He joined the Police at Leman Street Police Station and remained a constable for the whole period. He was transferred to E or Holborn Division on 7 Mar 1901. His next of kin was Richard George Dolan. His last known address was No.2 Tankerton Houses, Tankerton Street, WC London.

The record does not indicate that he worked on the infamous Jack the Ripper case, nor that his handcuffs are somehow still in the family's possession!

Archival procedures are even better now as the 1995 information contained in Chart 20 attests. The source of records from the index was identified and photocopies of the two pages of the pension ledger were sent.

Chart 20: Metropolitan Police Record

From the Pension Ledger Index

John George GARDENER born on 17 Apr 1840 in Stratford, Essex. He joined the Metropolitan Police on 9 Aug 1858 Warrant number 37237 on N or Islington Division. He was promoted to Sergeant on [25 Dec 1864 and to Inspector on] 11 Oct 1867 and transferred to A or Whitehall Division where he remained for the rest of his services. He retired on 15 Sep 1888 after 30 years service on a pension of £164 13s 4d.

From the Pensions Ledger

METROPOLITAN POLICE	**A or Whitehall Division**
Number on pension register	*6940*
Date	*20 Sep 1888*
Name	*John Gardener*
Late a	*Police Inspector*
Resigned from this division	*15 Sep 1888*
With pay to	*12 Sep 1888*
Entitled to pension of	*£164 13s 4d per annum*
Commencing	13 Sep 1888
Signed by CR Superintendent	*L. Dunlop*
Dates checked by clerk in charge	*L. Fry*

A calculation at the bottom of this first page indicates that he *served 30 years and 1 month.*

Age on resignation	*48 years complete*
Height — *5'9''1*	Hair — *Brown*
Eyes — *Brown*	Complexion — *Fair*

Particular mark, defect or infirmity by which he may be identified: *Scars on left cheek, right thumb, back or right hand*

Where and when born	*Stratford, Essex 17 Apr 1840*
Names of father	*Joseph GARDENER*
Names of mother	*Mary Ann*
Joined police at	*Scotland Yard on 9 Aug 1858*

Particulars of service

Promoted to P[olice] S[ergeant] 25 Dec 1864
Promoted to Insp[ector] 11 Oct 1867
Joined N & transferred to A 14 Oct 1867 & has since been at A

If injured in the service state nature of injuries — *No*
If single, married or widowed —*Married*
Present next of kin, or legal representative in case of death — *Wife*
Where he intends to reside and draw his pension
29 Larkhall Lane, Clapham SW
Present address
29 Larkhall Lane, Clapham SW
Pensioner's signature *J. W. Gardener*

Met records up to about 1933 can be accessed through the PRO in class MEPO now but are not yet on microfilm. Details can be found in PRO leaflet D52 and Bevan includes a synopsis including available indexes. Enquiries on more recent records should be sent to the Metropolitan Police Archives address listed in the Appendix. The curator of the Met Police Mounted Branch Museum has compiled a consolidated index of Met Officers (Forester). Information on the Met Divisions and structure was given by Pearl and further enlarged by Brown (1991). Fountain relates details of his search for a Met ancestor with good advice for others. Herber states that the collections of the Metropolitan Police Historical Museum at Bow Street Police Station in London are currently in storage, but it is hoped that the museum will reopen soon.

The Met did not include the City of London and there is also a City of London Police Record Office which should be contacted as their records from 1832 are not at the PRO. Their personnel records have survived well, every one who has ever worked for them is listed, with 95% having personal files. They even have the names of all the cats on the payroll! (Bird). Galvin's ancestors were among the first members of the City police (1996).

The Dock Company Police Forces are a special group and information can be obtained from the Port of London Police.

The Royal Irish Constabulary records are at the PRO in HO, CO and T classes with details in PRO leaflet D54.

The most useful records are on 25 films starting at 0856057 and these have a comprehensive index available for purchase (Reakes) and on fiches; 1816-1882 is on 6344743 (8)*, and 1882-1921 is on 6344782 (7)*. These index fiches give the GSU film # but are non-circulating; please refer to Preface. Records of the activities of the Black and Tans are held in WO 35.

Records of the Railway Police are at the PRO in RAIL 527, but for the *Royal Military Police* see the address in the Appendix.

Borough Police

Register of Officers and Constables is the best source as they contain personal information such as date of joining, physical description, pay, promotions, awards, misconduct, date of leaving and pension.

Other useful sources are the *Discipline Book, General Order Book, Occurrence Book, Charge Book, Chief Constable's Annual Report*, and *Watch Committee Minutes*. Most areas have published a *History of the Borough Force* that would be excellent background reading and usually has illustrations.

A few borough police records, for example Bristol on five films starting at 1788450, are available on film through the FHLC - COUNTRY - COUNTY - TOWN -OCCUPATIONS or OFFICIALS & EMPLOYEES or PUBLIC RECORDS

County Constabularies

Attestation Papers and Personal Files are the best sources as they give a physical description, age, birth place, trade, date appointed, postings and date of leaving the force.

Other useful records are *General Orders*, *Chief Constable's Annual Report*, and the *Force Magazine* or *Newspaper* which may contain promotion details, retirements and obituaries. *Pension Books* can show the dates and length of service.

A few county police records, for example Cornwall on film 1472135, are available on film through the FHLC - COUNTRY - COUNTY -OCCUPATIONS or OFFICIALS & EMPLOYEES or PUBLIC RECORDS

General Records

One can typically obtain group photographs taken at periodic intervals, as well as photos of buildings, and other shots may also be available. Consult Shearman for further details on specific force records, and Bevan for a concise description of what is held at the PRO including Irish, South African, Palestinian and other colonial forces. Feather (2002) is a good insider's view of life in the force. Brown (2001) has an excellent description of the development of the police, its buildings and facilities in one London borough (Greenwich) and there is discussion of his articles by Cheffins. Another in depth article by Brown (2002) describes a particular violent burglary, with illustrations of police orders, a truncheon and photos of the characters involved. A National Police Officers' Roll of Honour is being

compiled by Rae, and Prendergast provided a wonderful description evocative of the early Victorian era. The twice- and later thrice-weekly news sheet *Police Gazette [and Hue & Cry]* in HO 75/11 contains information on officers in charge of cases, but is mainly concerned with crimes and criminals from 1828 to date. Six films covering various dates between 1797 and 1840 are available, starting at 0951965.

There is also the *Police Review (and Parade Gossip)* from 1893 to date that contains news on officers, biographical material on top officers and conditions of service, and is indexed. *The Police Service Advertiser* (and other titles over the years) which ran from 1866-1959 was produced for those who were members of the *Police Mutual Assurance Association* and has notices of death and obituaries, but is not indexed (Pearl). The *Police History Society* has published an annual learned journal since 1986, and the *Essex Police Museum* is very interested in the identification of uniforms and service conditions (Cross).

Electronic sources include a rootsweb list (POLICE-UK-D-requests@rootsweb.com) where Met enquiries receive excellent responses (Feather 2002). Police Force histories can be found at www.police.uk and the International Police Association is at www.ipa-iac.org/. Several county and town indexes of police officers exist for those willing to dig for them, examples being given for Essex by Feather (2001, 2002), who also discusses police museums and identification of policemen from pictures. The *Thames Valley Police Museum* is featured by Armstrong.

FIRE SERVICES

Fire was a major hazard when buildings were constructed mainly of timber with thatched roofs. Prior to the Victorian era the fire-fighting service consisted of a collection of leather or canvas buckets, with ladders, hooks and grappling irons to remove burning thatch from buildings, all stored in the parish church.

The manpower consisted of an ad hoc collection of whoever was around at the time. Private fire insurance companies, with their own manpower and equipment, commenced in the early 18th century in London and gradually spread to other centres. They only reacted to fires at their paying customers' properties and their records contain mainly references to these customers and their buildings rather than the firemen.

The earliest municipal fire brigades that protected all properties were in Edinburgh (1824) and Manchester (1828). The London fire insurance companies combined in 1833, but it was not until 1866 that London had a municipal fire brigade and it rapidly became the best trained and equipped in the world. Hand pumps were used until the 1850s when steam-driven engines replaced them, and motor engines took over from horses in the early 20th century. Municipal authorities throughout Britain were required by law to provide free fire-fighting services in 1938 (Hey).

Records of firemen are not easy to come by, but they will be noted in the Victorian censuses and the old Ordnance Survey maps can be used to pinpoint the fire stations at which they worked.

The *Illustrated London News* provides a source of contemporary beautiful engravings of the latest equipment at fire scenes as they were newsworthy. There are few written accounts about firemen, although I did find one by Harwood, and little has been microfilmed apart from information on firefighting equipment, fire insurance companies and their fire marks.

County and local archives should be approached for records and photographs of fire crews, and there are some relevant museums, such as the *London Fire Brigade Museum*, which can be located on the net and can prove most helpful to the enquirer. The *Firefighters National Memorial* in St. Paul's Cathedral commemorates those men and women of the British Fire Service who lost their lives in WWII (Byles).

CUSTOMS, EXCISE & COASTGUARD

History of Customs & Excise

H.M. Customs were responsible for collecting duties payable on certain imported goods at ports and for preventing smuggling; they were not always successful. The *Board of Excise* collected duties on certain home-produced goods from 1643 and remained in farm until 1683 when Commissioners were appointed. Customs and Excise were not actually amalgamated until 1909 with the creation of the *Board of Customs and Excise*. *Customs duties* are nothing new - the earliest known record of customs payments is a Saxon charter of 742 (Lodey) but it wasn't until 1203 that King John centralized the collection of revenues and appointed officers to undertake the different tasks. The early history of the Customs and the duties of the different types of officers have been well described by Lodey. There was a *farming system* in operation until 1671 when the Board of Customs was developed to regulate it better. The port duties of the customs included:

- Enforcing shipping regulations by searching ships and collecting appropriate duties.
- Preventing political rebels and other criminals from entering or leaving the country.
- Quarantining ships.
- Wreck salvage.
- Collecting light dues for Trinity House (for lighthouses and lightships).

These was carried out by:

- *Land(ing) Surveyors* who supervised the *Land(ing) Waiters* dealing with imported cargoes.
- *Coast Waiters* who dealt with coastal shipments.
- *Tide Surveyors* supervised *Tide Waiters* or *Tidesmen* or *Searchers* who went aboard vessels to scrutinize the cargo.
- *Boatmen* who were employed to row officers out to vessels.
- *Collectors* collected the duty monies and safeguarded it until they sent it to London with an official *Customer* or, later, took it themselves.
- A *Comptroller* was appointed to prevent fraud; he kept independent accounts that were also sent to the Exchequer in London.

The *Revenue Vessels* were intended to be the first line of defence against smuggling, by halting the passage of illicit goods at sea. Prevention of smuggling on land was attempted by a system of *Riding Surveyors* who were each responsible for about 20 miles of coast up to five miles inland, and reported to their collector. They supervised *Riding Officers* who each patrolled at least 4 miles of coast. The *Preventive Water Guard* was established in 1809 to provide a link between the revenue cutters and the riding officers, and to counteract the escalation of smuggling during the Napoleonic Wars a *Coast Blockade* was formed in Kent and Sussex, those counties closest to the continent. Protection from the often violent smugglers was provided by Dragoons from 1703, but nevertheless many Customs and Excise Officers were wounded or murdered in the course of their duty.

Pensions for widows of officers killed by smugglers were only instituted in 1784. Real improvements in prevention came:

- On land in 1811 when the Land Guard of Riding Officers were renamed the *Mounted Guard*, with recruits coming from cavalry regiments from 1832 and the coast divided into three sections.
- By sea in 1822 when the Revenue Vessels joined with the Preventive Water Guard to form the *Coastguard* under the control of the Customs (see next section).
- Through technological advances such as the telegraph system, enclosed docks and bonded warehouses.
- As the movement towards free trade lessened the incentive to smuggle (Lodey).

Records of Customs & Excise

Most of the records are at the PRO and they have three useful leaflets, D9 (Port Books 1565-1799), D38 (Customs, Excise, Tax Collectors and Civil Servants) and M 44 (Coastguard); Bevan, and Watts & Watts are the other references to use for records.

Local newspapers, and even national journals such as the *London Gazette*, reported incidents of encounters between Revenue Men and smugglers, so these are good sources for family history stories. There is a good tourist market for accounts of the illicit trade, examples for southern England include books by Coxe, Morley and Waugh. I am sorry to relate that two of my Dashwoods were guilty of conspiracy with smugglers.

In 1628 my relative Robert Dashwood was removed from the post of Collector of Customs at Watchet, Somerset for being in league with the smugglers. The 'trade' was so rife there that Dashwood usually sat drinking with the smuggling ships' captains while gangs of men unloaded the ships. Over in Dorset in the later 1700s the Ridout gang bought immunity from prosecution by leaving tubs of brandy at night on the doorstep of Thomas Dashwood a solicitor and J.P. of Sturminster Newton.

Customs Records

There is much detailed information about customs officers careers as well as ages and places of birth in a variety of records held at the PRO, such as:

- *Establishment Books (Pay Lists)* in CUST 18 for 1675-1813 and CUST 19 for 1814-1829 which are arranged by place.

- *Minute Books* 1734-1885 in CUST 28 give details of postings of officers, including commendations or reprimands, but no family details.

- *Staff Lists* 1671-1922 (incomplete) in CUST 39.

- Other *Pay Lists* and *Staff Lists* are in PRO 30 and T 42, and other *Salary Lists* for 1682-1826 are in CUST 20.

- *Superannuation Registers* 1803-1922 in CUST 39 are pension records that contain some family details. Dates covered for Ireland are 1785-1851.

- Officers' Applications for Pensions can be found in T1 with indexes in T2. Naturally the widow's pension applications contain the most family detail.

- *Correspondence Files of Outports*, that is ports other than London, in CUST 50 also contain references to officers.

- *Warrants for Appointments of Customs Officers* 1714-1797 are in C 208 and indexed in C 202.

- *Irish Board of Customs Register of Appointments* 1761-1823 are in CUST 20, and other records in CUST 39.

- *Irish Staff Lists* for 1684-1826, including some Excise men are in CUST 20 as well.

- *Scottish Staff Lists* are in a separate series in T 43 covering 1714-1829.

- *Port Books* since the 13th century record duty payable on cargoes; they are arranged by port and year and show the ship's voyages and masters as well. Those for 1565-1798 are in class E 190, but those for London 1696-1795 are lost.

For officers active during the period 1875-1930 there is an indexed directory Ham's Customs Year Book. Hawkins describes a search for a customs officer, and Underwood has indexed Customs Officers 1831-1881.

Excise Records

Excise records are excellent and you can trace a man's career from enlistment to death. Records similar to those for Customs Officers exist for Excise Men in a number of PRO classes, such as:

- *Minute Books* 1695-1867 in CUST 47 list Excise men's postings; there are several volumes for each year but each is indexed. They are similar to the ones for Customs.
- *Entry Papers* are in CUST 116 for 1820-1870 and contain, firstly, a letter of recommendation giving name, age, birthplace, marital status, and a character reference, and secondly, a letter from his training officer regarding proficiency in writing, spelling and arithmetic; they are indexed.
- *Pay Lists* for the English Excise 1705-1835 in T 44, and the Scottish Excise 1708-1832 in T 45.
- *Pension Records* 1856-1922 are in CUST 39 and are similar to those for Customs.
- *Irish* Excise Men 1824-1833 and Irish Revenue Police 1830-1957 are covered by CUST 110-111.

For officers active during the period 1875-1930 there is an indexed directory Ham's Inland Revenue Year Book. Bright and Howarth have written about the lives of individual Excise men. It is worth noting that local excise collectors can be noted in parish registers as *Officer of the Excise* or *Revenue Officer*. It is worth searching out Customs & Excise Museums in the relevant port, there's an excellent one in Exeter where my ancestor's brother worked.

England was still having a problem dealing with the religion issue after the restoration of the monarchy and in 1673, in order to ensure that all civil and military officers were committed to the Church of England, every such person had to obtain a Sacramental Certificate (see Introduction). The Test Act (Camp 1999-1) required that this certificate be obtained from a clergyman with the signatures of two churchwardens and two witnesses and lodged with the Clerk of the Quarter Sessions (Chapman 1999). County archives have these records now and they are an alternate and confirmatory source of information.

The example in Chart 21 concern a Customs Officer in my family, but the law applied to most of the service officers mentioned in this book. I was able to get photocopies of three sacrament certificates for Zachary Dashwood, my 8th great grand uncle, for 9 June 1673 at St. Martin, 11 July 1680 at St. Sidwell, and 13 July 1689 at Holy Trinity, all in the city of Exeter, Devon.

Chart 21: Sacrament Certificate for Customs Officer 1673

We *John Prince* Minister of the Parish and Parish Church of *St. martin in the county of the citii of Exon [Exeter]* and *Nicholas Tripe* ChurchWarden of the same Parish and Parish Church, do hereby certify that *Zach. Dashwood one off the officers of his Ma^ties Customs in the Port of Exon* upon the Lords Day commonly called Sunday, the *Eighteenth* day of *May Last Past* immediately after Divine Service and Sermon, did in the Parish Church aforesaid receive the Sacrament of the Lords Supper according to the usage of the Church of England. In witness whereof we have hereunto subscribed out Hands the said *Ninth* day of *June* in the Year of out Lord, One Thousand, Six Hundred Seventy and Three.

John Prince Minister of the Parish & Parish Church of *St. Martin In the Countie of the Citii of Exon*
Nics Tripe Church Warden of the said Parish & Parish Church

Francis Oliver of the Countie of the Citii of Exon Gentleman and *Thomas Lane of the Countie of the Citii of Exon Joiner* do severally make oath, that they do know Zachary Dashwood in the above written Certificate named, and who now present hath delivered the same into this Court: And do further severally make Oath, That they did see the said *Zachary Dashwood* receive the Sacrament of the Lords Supper in the Parish Church of *St. Martin In the Countie of the Citii of Exon* in the said Certificate mentioned; and upon the Day, and at the time in the said Certificate in that behalf certified and expressed: And that they did see the Certificate above written subscribed by the persons above named" And farther the said *John Prince & Nicholas Tripe* do say upon their respective Oaths, That all other matters or things in the said Certificate recited, mentioned or expressed, are true, as they verily believe.

Jurat' in Curia [signed] *Tho: Lane*
1 Jur. 14 Jul 73 *Fran: Olliver*

History of the Coastguard

The Coast Guard developed out of the Excise Service in 1822 as outlined above. The PRO leaflet M 44 (Coastguard) helps to clear up the inevitable confusion between the three services.

Each Coast Guard Station typically had a *Chief Officer*, a *Chief Boatman* or *Sitter*, sometimes a *Chief Boatman in Charge*, together with a number of *Commissioned* and other *Boatmen*. To qualify for service the men had to be 20-35 years of age, with either six years at sea or seven in fishing boats, but exceptions were not uncommon. In 1831 the Coast Blockade was incorporated into the Coastguard. From this time men were recruited mainly from the navy, (the officers from the half-pay navy ranks, and the men from naval ratings), and acted as a naval reserve for the Crimean War, but after this the Coast Guard was transferred to the Admiralty in 1857. Many former East India Company Mariners entered the Coastguard when the Company gave up its navy in 1856. From 1857 to 1923 there were three distinct units:

- **Shore Force**. This was a civil force of permanent, paid and full-time officers and men, but acting as a naval reserve in time of war. Since men were posted at least 20 miles from their home in order to prevent possible collusive efforts with friends and relatives, and local people were not keen on housing them, the coastguard built special watch-houses and cottages for their employees. In parish registers they may be listed as working in the *Preventive Service*. The

Shore Force was re-organized in 1919 and then consisted entirely of naval pensioners. The Board of Trade took it over in 1923 and during WWII the Admiralty took operational control. It then engaged in coast watching, manning of signal stations etc. with assistance from the part-time volunteer Auxiliary Coast Guard.

- **Permanent Cruiser Force**. This consisted of full-time officers and ratings of the Coast Guard (formerly Revenue) Cruisers whose civil duties included protection of fisheries and suppression of smuggling, and who also were liable for RN service in time of war. This force was disbanded in 1919.

- **Guard Ships**. These were warships in full commission but with reduced crews of RN officers and ratings. They lay at major ports and acted as the headquarters of the Coast Guard districts. Annual sea training was undertaken with a full complement of coastguardmen.

The Coastguard gradually acquired more and more duties, and has been administered by 6 different departments of government from 1923 onwards, all detailed in leaflet M 44.

Records of the Coastguard

The Coastguard Service was administered by the Admiralty from 1857-1923 thus their records are in ADM classes at the PRO. Some of the records that are detailed in leaflet M 44 are:

- *Nominations of Officers and Ratings* 1819-1866 are in ADM 175 and ADM 6.
- *Discharge Records* for 1858-1868 and 1886-1947 are in ADM 175.
- *Service Registers* for officers 1886-1947 in ADM 175 are indexed.
- *Service Record Cards* for ratings 1900-1923 are also in ADM 175 and indexed.
- *Pensions* 1866-1926 paid by the Admiralty are in ADM 23, whilst civil pensions are in PMG 23, and there are a number of other categories.

There are also a number of published records detailed in leaflet M 44. Local records such as census, directories, newspapers, maps, leases and photographs from local archives are other sources as shown by Milton. Life on coastguard stations and vessels has been described by Quenby. Indexes of coastguards include a huge one run by Stage, Sussex men by the Family Roots (Eastbourne) FHS, those working in Ireland by Daly, and coastguards from various ADM classes by Andy Chapman.

LIFEBOATS & LIGHTHOUSES

Lifeboat Service

The *Royal National Lifeboat Institution* (RNLI), founded in 1824, is a volunteer organization aimed at rescuing people from vessels in distress around the British Isles. There are few records until 1852 when their journal *The Lifeboat* commenced, and it is far easier to find something about a man who was a *coxswain*, or who had received an award for bravery. Formerly only the coxswain's name was given in documents, in much the same manner as a ship's captain is, the crew being local fishermen or others whose names were not recorded. Only recently have all lifeboatmen been formally documented by the *Station Personnel Department* (Saul). It is known that many coastguards formed all or part of certain lifeboat crews.

Requests for information about pre-1960 men should go to the RNLI in Poole, and more recent ones to the particular Station Personnel Manager. The RNLI runs a museum and small library at the same address in Poole and they publish an advisory leaflet. Leach has written the *Lifeboats* book in the Shire series.

Lighthouses

The Corporation of Trinity House led the way in building the first *lighthouse* around Britain in 1609. They also manned *lightships* to warn of sandbanks, such as the notorious Goodwin Sands, a drowned island off Deal, Kent. Trinity House records suffered from three disastrous fires in London, in 1666, 1714 and

1940, which destroyed most pre-1900 documents. The Petitions by distressed lightkeepers for assistance from the Trinity House charities survived with those of other seamen, as already described. Since 1980 automation has meant that no further lightkeepers are being recruited by Trinity House, who still run the system. Records of lighthouses around Scotland and the Isle of Man were kept by in Edinburgh by the Northern Lighthouse Board and have survived, being now housed in the National Archives of Scotland. These include:

- *Board Minutes* from 1786.
- *Staff records, registers and lists of lightkeepers* 1837-1980 (with 30-year closure).
- *Lighthouse Visitor's Albums* from 1854.
- *Shipwreck Returns* 1824-1983.
- Records from *individual lighthouses*.
- 70 volumes of *Correspondence* (Chapman 1999).

Records of lighthouses around Ireland are not as extensive and not indexed, and have passed through several administrators:

- *Commissioners for Barracks* from 1767.
- *Revenue Board.*
- Ballast Board *from 1810.*
- *Commission of Irish Lights* since 1867.

They contain names of many lightkeepers and can be accessed through the Commission of Irish Lights. The Shire book *Lighthouses* by Pearson is a useful sourcebook, and there is an index of lighthousemen run by Trethewey.

APPENDIX I
USEFUL ADDRESSES

The reader is also referred to the extensive list of addresses of libraries, museums and societies in the latest edition of Blatchford's Genealogical Services Directory.

British Ancestors in India Society	Paul Rowland, 2 South Farm Avenue Harthill, Sheffield S26 7WY E-mail: editorial@indiaman.com Website: http://www.indiaman.com
British Association for Cemeteries in Asia (BACSA)	761/2 Chartfield Avenue London SW14 6HQ
British Library, Oriental & India Office Collections	Oriental & India Office Collections British Library, 96 Euston Road London NW1 2D E-mail: oioc-enquiries@bl.uk Website: www.bl.uk/collections/oriental Index to catalogue: http://www.a2a.pro.gov.uk
British Transport Police	Personnel Department, PO Box 260 15 Tavistock Place, London WC1H 9SJ
Canadian National Archives	http://www.archives.ca
City of London Police Records Office	26 Old Jewry London, EC2R 8DJ
Commission of Irish Lights [lighthouses]	16 Lower Pembroke Street Dublin 2, Republic of Ireland
East India Company	Oriental & India Office Collections British Library, 96 Euston Road London NW1 2D E-mail: oioc-enquiries@bl.uk Site: www.bl.uk/collections/oriental

Essex Police Museum	Fred Feather, curator, PO Box 2 Police HQ, Chelmsford, Essex CM2 6DA
GENFAIR (Online genealogy bookshop)	http://www.genfair.com
GWR (Great Western Railway) Museum	Faringdon Road, Swindon Wiltshire SN1 5BJ
Guildhall Library	Aldermanbury, London EC2P 2EJ Website: http://ihr.sas.as.uk/ihr/ghmnu.html
HEIC	Oriental & India Office Collections British Library, 96 Euston Road London NW1 2D E-mail: oioc-enquiries@bl.uk Website: http://www.bl.uk
Heritage Productions online bookstore	http://www.genealogystore.com
House of Lords Record Office	House of Lords, London SW1A 0PW Website: http://www.parliament.uk
India Office Collections	Oriental & India Office Collections British Library, 96 Euston Road London NW1 2D E-mail: oioc-enquiries@bl.uk Website: http://www.bl.uk
International Police Association-British Section-Genealogy Group	Thornholm, Church Lane, South Muskham, Newark, Nottinghamshire NG23 6EQ E-mail:ipagenuk@thornhom.freeserve.co.uk Website: http://www.ipa-iac.org/.
Lighthouse Society of Great Britain	Gravesend Cottage, Gravesend Torpoint, Devon PL11 2LX E-mail: k.trethewey@btinternet.com Website: http://www.lsgb.co.uk
Lloyd's Register of Shipping Information Centre	1 Lime Street, London EC3M 7HL

London & N. Western Railway Society-Staff History Group	34 Falmouth Close, Nuneaton Warwickshire CV11 6GB E-mail: nuneatonian@compuserve.com
London Fire Brigade Museum	94a Southwark Bridge Road, London SE1 0EG E-mail: esther.mann@london-fire.gov.uk
London Metropolitan Archives	40 Northampton Road, London EC1R 0HB Website: www.cityoflondon.gov.uk/
London Transport Museum	Covent Garden Plaza, London WC1 E-mail: library@ltmuseum.co.uk Website: http://www.ltmuseum.co.uk
M.M. Publications	75 Thomas More House, The Barbican, London EC27 8BT
Maritime History Archive	Memorial University of Newfoundland St. John's, Newfoundland, Canada A1C 5S7
Merchant Seamen WWII	members.tripod.com/~merchantships/ merchantseamen-tribute
Merseyside Maritime Museum	Albert Dock, Liverpool L3 4AA
Metropolitan Police Archives & Museum	New Scotland Yard, Victoria Street London SW1 0BG
National Archives of Scotland	HM General Register House Edinburgh EH1 3YY Website: http://www.nas.gov.uk
National Maritime Museum	Marine Information Centre, Greenwich London SE10 9NF E-mail: library@nmm.ac.uk Website: http://www.nmm.ac.uk
National Railway Museum	Leeman Road, York YO2 4XJ Website: http://www.nmsi.ac.uk/nrm/
Police History Society (academic, not family history oriented)	Martin Stallion, 18 Cornec Chase Eastwood, Leigh on Sea, Essex SS9 5EW
Port of London Police	Archives c/o Sergt Alan Bazzone Police Station, Tilbury Dock, Tilbury Essex RM18 7DU

Post Office Archives now Post Office Heritage	Freeling House, Phoenix Place Mount Pleasant, Farringdon Road London WC1X 0DL E-Mail: heritage@consignia.com Website: www.consignia.com/heritage
Public Record Office (PRO) (This is the National Archives of Britain)	Ruskin Avenue, Kew, Richmond Surrey TW9 4DU Website: http://www.pro.gov.uk
RAF Personnel Management Agency	RAF Innsworth, Gloucester GL3 1EZ
Railway Ancestors Family History Society	Lundy Guest House, King Edward Street Barmouth, Gwynedd E-mail: jim@railwayancestors.fsnet.co.uk Website: www.railwayancestors.fsnet.co.uk
Railway & Canal Historical Society	The National Waterways Museum Llanthony Warehouse, Gloucester Docks, Gloucester GL1 2EH
Registry of Shipping & Seamen	Anchor House, Cheviot Close, Parc-Ty-Glas, Llanishen, Cardiff, Wales CF4 5JA [for merchant seamen 1941 to date)
Royal Military Police	Archivist, Roussillon Barracks, Chichester, Sussex PO19 4BL
Shire Publications	Cromwell House, Church St., Princes Risborough, Aylesbury, Bucks HP17 9AJ
Society for Nautical Research	National Maritime Museum, Romney Road, Greenwich, London SE10 9NF
Society of Genealogists	14 Charterhouse Buildings, Goswell Road London EC1M 7BA Website: www.sog.org.uk Bookshop: www.sog.org.uk/acatalog /SoG_Bookshop_Online
Telephone books	http://www.teldir.com
Thomas Cook Company Archives	Thomas Cook, 45 Berkley Street London W1A 1EB

University of Newfoundland maritime archive	Maritime History Archive, Memorial University of Newfoundland, St. John's, Newfoundland, Canada A1C 5S7
Waterways Trust	The National Waterways Museum Llanthony Warehouse, Gloucester Docks Gloucester GL1 2EH E-mail: antony.tiernan@thewaterwaystrust.co.uk
World Ship Society Membership	WSS, 106 Penwill Way, Paignton Devon TI4 5JW
Ship photographs	Cliff Parsons, 6 Kathkin Avenue Manchester M8 4QL
Warship photographs	Brian Hargreaves,7 Millview Drive, Tynmouth, Tyne & Wear NE30 6HZ

APPENDIX II – INDEXES

Always check the net for new indexes. A good place to start is http://www.rootsweb.com/jfuller/gen_mail_occ. Gibson and Hampson's Specialist Indexes lists a large number of materials useful for services research.

British Library, Oriental & India Office Collection	Catalogue and searchable indexes at: http://www.a2a.pro.gov.uk
Canal & River Boatmen & Allied Trades	John Roberts, 52 St. Andrew's Road Sutton Coldfield, West Midlands B75 6UH
Canal Boat People of Wolverhampton, N. Staffs, S. Cheshire & Chester	Wolverhampton Archives & Local Studies, 42-50 Snow Hill, Wolverhampton WV2 4AG
Coastguards	Mrs. E.R. Stage, 150 Fulwell Park Ave Twickenham, Middx TW2 5HB
Coastguards in Sussex	See Family Roots (Eastbourne) FHS
Coastguards in Ireland	Tony Daly, 30 Gledswood Park, Clouskeagh, Dublin 14, Republic of Ireland
Coastguards from various ADM classes	Andy Chapman, 161 Totterdown Street, Tooting, London SW17 8TE
Customs Officers	Mrs. June Underwood, 174A Wendover Road, Weston Turville, Bucks HP22 5TG
Divers	Andrea Cordani, 190 Queens Road, Walthamstow, London E17 8PL
Family Roots (Eastbourne) FHS	94 Northbourne Road, Eastbourne East Sussex BN22 8QP E-mail: sarahslaughter@madasafish.com
Family Tree Magazine vol 1-15	http://www.family-tree.co.uk/MENU
Fire Insurance Index	Maureen Shettle, 2 Bury Mews Millmead Terrace, Guildford, Surrey GU2 5AS

India Office Records	Catalogue and searchable indexes at: http://www.a2a.pro.gov.uk.
India web sites	www.ozemail.com.au/~clday/ www.anglo-indians.com
Inland Waterways	John Roberts, 52 St. Andrews Road Sutton Coldfield, West Midlands B75 6UH
Lighthousemen	Mr. C. Trethewey, 135 Stanborough Road, Plymstock, Plymouth, Devon
Metropolitan Police Consolidated Index	Mr. Chris Forester, 23 Brittain Road, Hersham, Surrey KT12 4LR
Midland Railway	See Wyvern M.R. Index
Police Gazette	See Deserters from Army
Railway & Canal Historical Society Index	The National Waterways Museum, Llanthony Warehouse, Gloucester Docks, Gloucester GL1 2EH or 141 Allestree Lane, Allestree, Derby DE22 2PG
River Thames Watermen & Lightermen	Mr. R.J. Cottrell 19 Bellevue Road Bexleyheath, Kent DA6 8ND E-mail: rcjindex@aol.com Website: members.aol.com/rcjindex
Royal Irish Constabulary 1816-1882 1882-1921	Hervey Bay Indexers, PO Box 937, Piabla, Queensland, Australia 4655. Also on fiche 6344743 (8) and 6344782 (7)
Royal National Lifeboat Institution Museum & archives	The Archivist, RNLI, HQ West Quay Road Poole, Dorset BH15 1HZ
Sea Fencibles 1805	Defence of the Realm Indexes, Jennifer Killick, 41 Reachfields, Hythe, Kent CT21 6LS
Volunteers of Napoleonic Wars	Defence of the Realm Indexes, Jennifer Killick, 41 Reachfields, Hythe, Kent CT21 6LS
Wyvern M.R. Index (Midland Railway)	Chris & Judy Rouse, 18 Sarsen Close Swindon, Wiltshire SN1 4LA chris@rouse31.freeserve.co.uk

FURTHER READING

ALDIN, Cecil. 1928. Reprinted several times. The Romance of the Road. Eyre & Spottiswoode.

ARMSTRONG, Michael. 1995. The Thames Valley Police Museum. What's in it for the Family Historian ? Family Tree Magazine Vol 11 #5, page 52-53.

ARNOLD-BAKER, Charles.
1958 Parish Administration. Methane.

BARRISKILL, D.T. 1994 (2nd edition) . A Guide to the Lloyd's Marine Collection and Related Marine Sources at Guildhall Library. Guildhall Library.

BAXTER, Ian. 1990. India Office Library and Records: A Brief Guide to Biographical Sources. British Library.

BEVAN, Amanda. 1999 5th edition. Tracing Your Ancestors in the Public Record Office. Public Record Office.

BIRD, Maggie 2001. Talk on Metropolitan Police by their Archivist. East Surrey FHS Vol 24 # 3, page 9.

BLATCHFORD, Robert. 2002. 6th edition. The Family & Local History Handbook. Genealogical Services Directory.

BRIDGEMAN, Ian and EMSLEY, Clive. 1990. A Guide to the Archives of the Police Forces of England & Wales. Police History Society.

BRIGHT, Bob. 1996. Charles King - Excise Officer. Cockney Ancestor (East of London FHS) #71 page 31-34.

BROWN, Bernard. 1991. Met Divisions. Family Tree Magazine Vol 7 #6.

BROWN, Bernard. 2001-1. 'Romeo' - Law and Order in Old Greenwich (Part One - 1699-1899). Bygone Kent Vol 22 # 2, page 103-112.

BROWN, Bernard. 2001-2. 'Romeo' - Law and Order in Old Greenwich (Part Two - 1900-2000). Bygone Kent Vol 22 # 3, page 173-180.

BROWN, Bernard. 2002. The Hero of Blackheath - The Man who Captured Charles Peace. Bygone Kent Vol 23 #1, page 43-50.

BYLES, Paul St. John. 1998. Where Are You Now ? Firefighters Memorial Charitable Trust. Family Tree Magazine Vol 14 #12, page 18.

CAMP, Anthony. 1987. Trinity House Petitions. A Calendar of the Records of the Corporation of Trinity House, London in the Library of the Society of Genealogists. Society of Genealogists.

CAMP, Anthony. 1999-1. English Trades and Occupations. Family Tree Magazine Vo l5 #4, page 7-8.

CAMP, Anthony. 1999-2. However Did They Get There ? Family Tree Magazine Vol 15 # 8, page 5-6.

CHAPMAN, Colin R. 1999. Tracing Your British Ancestors. Lochin Publishing Society.

CHEFFINS, Richard. 2001. Parish Constables of Greenwich. Bygone Kent Vol 22 # 6, page 375.

CHRISTENSEN, Penelope. 1996. What Did They Do ? Heritage Productions. [Currently being expanded]

CHRISTENSEN, Penelope. 2000. Let's Get Organized. Heritage Productions.

CHRISTENSEN, Penelope. 2001. 3rd edition. Research at the Family History Center. Heritage Productions.

CHRISTENSEN, Penelope. 2001. Researching English & Welsh Civil Registration. Heritage Productions.

CHRISTENSEN, Penelope. 2001. Researching English Probate Records. Heritage Productions.

CHRISTENSEN, Penelope. 2002. Researching English Occupations-The Professions. Heritage Productions.

CHRISTENSEN, Penelope. 2002. Researching English Occupations - Trades. Heritage Productions.

CHRISTENSEN, Penelope. 2002. Researching English Occupations-Defence Services Heritage Productions.

COTTRELL, Rob. 1993. Indexes and Their Indexes. Thames Watermen and Lightermen. Family Tree Magazine Vol 9 #12, page 2728.

COXE, Antony D. Hippisley. 1984. A Book about Smuggling in the West Country 1700-1850. Tabb House.

CROSS, Avril . 1995. What's in it for the Family Historian? Essex Police Museum. Family Tree Magazine Vol 12 #1, page 54-55.

DANA, Richard Henry. 1840. Two years Before the Mast. Harvard Classic edition 1980. Grolier Enterprises.

EDWARDS. Cliff. 2001. Railway Records: A Guide to Sources. Public Record Office.

FEATHER, Fred. 2001. The Life and Death of Police Museums. Family Tree Magazine Vol 17 #4, page 50-52.

FEATHER, Fred. 2002. The Police in Family & Local History Handbook 6th edition. Genealogical Services Directory.

FELGATE, Don. 1997. Transports of Delight. Greentrees (Westminster & Central Middlesex FHS) Vol 16 # 2, page 40-41.

FITZHUGH, Terrence V.H 4th edition edited by LUMAS, Susan. 1994. The Dictionary of Genealogy. Alphabooks.

FORESTER, Chris. 1994. Indexers and their Indexes: The Metropolitan Police Consolidated Index. Family Tree Magazine Vol 10 #9, page 41.

FOUNTAIN, Michael. 1996. My Ancestor was a Policeman. Metropolitan (London & North Middlesex FHS) Vol 18 #5, page 135-136.

FOWLER, Simon. 2002. Tracing Railway Ancestors in Family & Local History Handbook 6th edition. Genealogical Services Directory.

GALVIN, Dennis. 1996. Watch and Ward. Metropolitan (London & North Middlesex FHS) Vol 18 #5, page 134.

GIBSON, Jeremy. 1992 3rd edition. Quarter Sessions Records for Family Historians. Federation of Family History Societies.

HALL, Christopher A. 1985. A Guide to the Lloyd's Marine Collection at Guildhall Library. Guildhall Library, London.

HANSON, Harry. 1983. The Coaching Life. Manchester University Press.

HARWOOD, Liz. 2000. A Fireman in the Family. Root & Branch (West Surrey FHS) Vol 27 #3, page 102-103.

HAWKINGS, David. 1995. Railway Ancestors: A Guide to Staff Records. Alan Sutton /PRO.

HAWKINS, G. David. 2001. Bunton of Sandwich. Kent Family History Society Journal Vol 9 #10, page 518-521.

HAZELL, Martin. Sailing Barges. Shire Publications.

HEDGES, A.A.C. East Coast Shipping. Shire Publications.

HERBER, Mark. 1999. Ancestral Trails. Sutton Publishing & Genealogical Publishing Company.

HEY, David. 1996. The Oxford Companion to Local and Family History. Oxford University Press.

HOWARTH, J. 1988. John Siddall: Excise Officer. Family Tree Magazine Vol 5 #1, page 32-33.

HURLEY, Beryl (editor). 1991. The Mariner in The Book of Trades or Library of Useful Arts. 1811. Wiltshire FHS.

IMPERIAL WAR MUSEUM. 2000. Tracing Your Family History: Merchant Navy. Trustees of the Imperial War Museum.

JEROME, Barry R. 1998. Home and Away (The Life of a Victorian Railway Worker). Root & Branch (West Surrey FHS) Vol 25 #2 page 58-59.

JERROLD, Douglas. 1840. The Postman in Portraits of the English - Vol V: Working Lives edited and published by Audrey Collins 2000.

JOHNS, Richard H. 1999. Old Occupations: Carriers. Family Tree Magazine Vol 15 #3, page 20.

JONES, Dorothy. 1997. James Gill - Coachman. The Greenwood Tree (Somerset & Dorset FHS) Vol 22 #4, page 121.

JONES, Barbara & TAAFFE, Emma. 2002. Lloyd's Register of Shipping in Family & Local History Handbook 6th edition. Genealogical Services Directory.

LANSDELL, Avril. 1984. Occupational Costume and Working Clothes 1776-1976. Shire Publications.

LANSDELL, Avril. 1984. Canal Arts & Crafts. Shire Publications.

LEACH, Nicholas. 1998. Lifeboats. Shire Publications.

LEEDS, Tessa. 2000. The Railway Navvy North West Kent Family History Vol 8 #11 page 470-474.

LITTON, Pauline. 2001. Pitfalls & Possibilities in Family History Research. People on the Move: Waterways and Roads. Family Tree Magazine Vol 18 #1, page 11.

LLOYD, Christopher. 1968. The British Seaman. London. [A social history]

LLOYD'S OF LONDON. Lloyd's War Losses: Second World War Vol i/I 1939-1942. British, Allied & Neutral Vessels Sunk. 1989. Lloyds of London Press.

LODEY, Joy. 1989. Old Occupations: Was Your Ancestor a Customs Officer ? Family Tree Magazine Vol 5 #10, page 3-5.

MARCOMBE, David. 1985. The Victorian Sailor. Shire Publications.

MAURIN, Margaret. 1995. Old Occupations: Coaches and Coachmen. Family Tree Magazine Vol 11 #6, page 3-5.

MAURIN, Margaret. 1996. Old Occupations: Canal Life. Family Tree Magazine Vol 12 #11, page 3-5.

MAY, Trevor. 2000. The Victorian Railway Worker. Shire Publications.

McLAUGHLIN, Eve. 1995. Quarter Sessions Records. A Microcosm of life in the Counties of England & Wales. Varneys Press.

MILTON, Rosemary. 1991. Coastguard Information from Local Records. Family Tree Magazine Vol 8 #1.

MORLEY, Geoffrey. 1987. Smuggling in Hampshire and Dorset. 1700 - 1850. Countryside Books.

NAISH, Sandra. 2001. Seafarers' Records at Southampton. Hampshire Family Historian Vol 27 #4, page 240.

PEARL, Susan. 1990. Old Occupations: The Policeman. Family Tree Magazine Vol 6 #12, page 25-27.

PEARSON, Lynn. Lighthouses. Shire Publications.

PERRY, Andrew. 2002. Post Office Heritage in Family & Local History Handbook 6th edition. Genealogical Services Directory.

PETHERS, Hellen. 2002. National Maritime Museum Caird Library in Family & Local History Handbook 6th edition. Genealogical Services Directory.

PRATT, Derek. London's Canals. Shire Publications.

PRENDERGAST, Paul. 1840. The Policeman in Portraits of the English - Vol II Law & Order edited and published by Audrey Collins 1999.

PUBLIC RECORD OFFICE. Records Information Leaflets. There are about 150 of these on various topics. Find at PRO, Kew, England free to pick them up there, or download from leaflets section on Internet site: www.pro.gov.uk

D8	Medieval Customs Accounts
D9	Port Books 1565-1799
D34	Titanic
D38	Customs, Excise, Tax Collectors and Civil Servants
D48	Home Front: Second World War, 1939-1945
D51	Internees: First and Second World Wars

D52	Metropolitan Police (London): Records of Service
D54	Records of the Royal Irish Constabulary
D56	Ships' Passenger Lists 1878-1960
D61	Births, Marriages & Deaths at Sea
D69	Railway Records
D81	Railways: Administrative and Other Records
D82	Railways: Staff Records
D83	Canals: Administrative & Other Records
D89	Merchant Seamen: Registers of Service, 1835-1857
D90	Merchant Seamen: Registers of Service 1913-1972
D91	Merchant Seamen: Crew Lists and Agreements After 1861
D92	Merchant Seamen: Crew Lists and Agreements, 1747-1860
D93	Merchant Seamen: Officers Service records 1845-1965
D94	Merchant Seamen: Registration of Ships, 1786-1994
D95	Merchant Seamen: Medals and Honours
D110	Merchant Seamen: Records of the RGSS, A Guide to Leaflets
D111	Merchant Seamen: Interpreting Voyage Details in the Register of Officer's Services
D112	Merchant Seamen: Abbreviations Found in the RGSS Registers
D113	Merchant Seamen: Interpreting Voyage Details in the Registers of Seamen, Series II
D114	Merchant Seamen: Interpreting the Voyages in the Registers of Seamen's Tickets and the Alphabetical Registers of Masters
M1	Medieval and Early Modern Soldiers
M2	Tudor and Stuart: Militia Muster Rolls
M3	Civil War Soldiers 1642-1660
M4	British Army: Officers Records 1660-1913
M5	British Army: Soldiers' Discharge Papers, 1760-1913
M6	British Army: Soldiers' Pensions, 1702-1913
M7	British Army: Muster Rolls & Pay Lists, c 1730-1898
M8	First World War, 1914-1918: The Conduct of War
M9	British Army Soldiers' Papers: First World War 1914-1918
M10	British Army Officer's Records: First World War 1914-1918
M11	British Army War Diaries: First World War, 1914-1918

M12	British Prisoners of War, c 1760-1919
M13	War Dead: First and Second World War
M14	British Army: Useful Sources for Tracing Soldiers
M15	First World War: Disability and Dependants' Pensions
M16	First World War: Conscientious Objectors & Exemptions from Service
M17	British Army List
M18	Militia, 1757-1914
M19	Prisoners of War and Displaced Persons 1939-1953
M20	Prisoners of War, British, 1939-1953
M21	British Army: Operations after 1945
M22	British Army: Courts Martial, 17th-20th Centuries
M23	British Army: Campaign Records 1714-1815
M24	British Army: Campaign Records, 1660-1714
M25	British Army: Operational Records 1816-1913
M27	War Crimes of the Second World War
M28	Royal Air Force: Research and Development Records
M29	Prisoners of War in British Hands, 1698-1919
M30	Royal Navy: Officer's Service Records
M31	Royal Navy: Ratings Service records 1667-1923
M32	Royal Navy: Log Books and Reports of Proceedings
M33	Royal Navy: Operational Records, First World War, 1914-1918
M34	Royal Navy: Ratings Entering Service Between 1873 and 1923
M35	Royal Navy: Operational Records 1660-1914
M36	Admiralty Charts (maps)
M37	Royal Naval Reserve
M38	Royal Naval Research and Development
M41	Royal Naval Dockyards
M43	Ships Wrecked or Sunk
M44	Coast Guard
M45	Royal Marines: Other Ranks' Service Records
M46	Royal Marines: How to Find a Division
M47	Royal Marines: Officer's Service Records
M48	Royal Marines: Further Areas of Research
M49	RAF, RFC and RNAS: First World War, 1914-1918: Service Records

M50	Royal Air Force: Second World War, 1939-1945: Service Records
M54	First World War, 1914-1918: Military Maps
M55	British Army: Nurses and Nursing Services
M56	Royal Navy: Nurses and Nursing Services
M57	Royal Air Force: Nurses and Nursing Services
M60	Royal Navy: Pay and Pension Records: Commissioned Officers
M61	Royal Navy: Pension Records: Warrant Officers
M62	Royal Navy: Pension Records: Ratings
M66	Ordnance Board Reports
M68	Second World War: British Army Operations 1939-1945
M69	Royal Navy: Operational Records
M70	Royal Air Force: Operational Records
M71	Royal Naval Volunteer Reserve
M72	Auxiliary Army Forces: Volunteers, Yeomanry, Territorials & Home Guard 1769-1945
M73	British Army: Officers' Commissions
M74	Women's Services, First World War
M75	British Army: Courts Martial: First World War, 1914-1918
M76	British Armed Services: Campaign Medals, and other Service Medals
M77	British Armed Services: Gallantry Medals
M78	British Armed Services: Gallantry Medals, Further Information
M79	Royal Navy: Officer's Service Records, First World War, and Confidential Reports, 1893-1942

QUENBY, R.H. 2002. The Watch. Bygone Kent Vol 23 #1, page 37-40.

RAE, Anthony. 2001. National Police Officers' Roll of Honour. Family History News & Digest Vol 13 #2, page 56.

RAYMOND, Stuart. 1992. Occupational Sources for Genealogists: A Bibliography. Federation of Family History Societies.

RAYMOND. Stuart. 1999. British Genealogical Microfiche. Federation of Family History Societies.

RAYMOND. Stuart. 1999. British Genealogical Books in Print. Federation of Family History Societies.

REAKES, Janet. 1993. Indexers and Their Indexes: The Royal Irish Constabulary. Family Tree Magazine Vol 9 #7.

RICHARDS, Tom. 2002 5th edition. Was your Grandfather a Railwayman? A Directory of records Relating to Staff Employed by Railways in the Following Countries with Details of Material and Repositories: United Kingdom, Australia, Canada, Eire, India, New Zealand, South Africa, USA. Federation of Family History Societies.

RICHARDSON, John. 1985. The Local Historian's Encyclopaedia. Historical Publications.

RITCHIE-NOAKES, Nancy. 1987. Old Docks. Shire Publications.

ROSS, RICHARD A. & ROSS, JUNE. 1991. Military & Mariner Miscellanea on 129 fiches 6085342.

ROWLAND-WARNE, L. 1992. Costume. Eyewitness Book. Knopf.

ROWLANDS, John & ROWLANDS, Sheila. 1996. The Surnames of Wales. Federation of Family History Societies.

ROYALL, Arthur. 2001. The Metropolitan Police Centenary 1929. Family Tree Magazine Vol 17 #11, page 50-51.

SAUL, Pauline. 1995 (5th edition). The Family Historian's Enquire Within. Federation of Family History Societies.

SHEARMAN, Antony. 2000. My Ancestor was a Policeman. How Can I Find Out More About Him? Society of Genealogists.

SILVESTER, Virginia. 1995. Merchant Navy Records at Guildhall Library. Family Tree Magazine Vol 11 #11, page 53.

SMITH, Kelvin, WATTS, Christopher T. & WATTS, Michael J. 1998. Records of Merchant Shipping and Seamen. Public Record Office.

SMITH, Peter L. 1994. Canal Barges & Narrow Boats. Shire Publications.

SMITH, Peter L. 1994. Canal Architecture. Shire Publications.

SMITH, Peter L. 1994. Canals in Britain. Shire Publications.

SOCIETY OF GENEALOGISTS. 1987. Trinity House Petitions Society of Genealogists.

SQUELCH, Kevin. 1996. The Archives of the British Post Office. Family History news & Digest Vol 10 #3, page 126-128.

STAMMERS, M.K. West Coast Shipping. Shire Publications.

STAMMERS, M.K. Tugs & Towage. Shire Publications.

STAMMERS, M.K. Steamboats. Shire Publications.

STAPLES, Neil. 2002. Registry of Shipping & Seamen in Family & Local History Handbook 6th edition. Genealogical Services Directory.

TANNER, Matthew. 1996. Scottish Fishing Boats. Shire Publications.

TATNALL, Yvonne. 2001. Watermen and Lightermen. Cockney Ancestor (East of London GHS) #91 page 15-17.

TAYLOR, N.C. 1990. Sources for Anglo-Indian Genealogy in the Library of the Society of Genealogists. Society of Genealogists.

TURNER, H.D.T. 1980. Royal Hospital School Greenwich. Phillimore.

WALKER, Roy S. 1989. Old Occupations: Tollgate Keeper. Family Tree Magazine Vol 5 #7, page 3?.

WARE, Michael E. Canals & Waterways. Shire Publications.

WATTS, Christopher T. & WATTS, Michael J. 1991. 2nd edition. My Ancestor was a Merchant Seaman. How Can I Find Out More About Him ? Society of Genealogists.

WATTS, George. 2000. Drovers and the Drove Roads (a talk to the Southampton Group). Hampshire Family Historian Vol 27 #1 page 54. And the same talk reported in Vol 28 #2 page 129.

WAUGH, Mary. 1987. Smuggling in Kent & Sussex 1700-1840. Countryside Books.

WEBB, Cliff. 2000. London Livery Company Apprenticeship Registers Volume 29. Carmens' Company 1668, 1678-1800. Society of Genealogists.

WIGG, Len. 2001. A Railway Ancestor: Finding More about him from Company Magazines. Devon Family Historian #97, page 29-30.

WILLIAMS-MITCHELL, C. 1982. Dressed for the Job. The story of occupational costume. Blandford.

INDEX

A

Addresses, 127
Agreements, Crew Lists & Muster Rolls, 40
Albert Medal, 50
Appointment Books, 87
Apprenticeship, 15
Attestation Papers and Personal Files, 108
Awards, 50

B

Barge, 53
Bargeman, 53
Black and Tans, 99
Blue Devils, 98
Board of Customs, 19
Board of Customs and Excise, 113
Board of Excise, 113
Board of Trade, 17
Board of Trade Register of Shipwrecks, 24
Boatmen, 114, 121
Boatswain (bosun), 17
Bobby, 98
Bombay Marine, 43
Boosting rank or status, 16
Bow Street Horse Patrol, 97
Bow Street Runners, 97
British & Foreign Bethel Seamen's Union, 50
British & Foreign Sailor's Society, 50
British Railways, 70

British Railways Board, 75
British Telecom Archives, 90
British Transport Historical Records Commission, 75
Butties, 54

C

Cages, 97
Caird Library, 51
Caledonian Canal, 56
Canal & River Boatmen & Allied Trades, 58
Canal Boat People, 58
Canal boat registers, 54
Canal Boatmen, life & records, 57
Canals History, 56
Captain, 17
Carmen, 63, 65
Carriers, 63, 65
Carters, 63
Case Papers of Incidents, 90
Census Indexes, 29
Census Records for Ships, 27
Central Index Register, 39
Charities, 50
Charlies, 97
Chief Boatman, 121
Chief Boatman in Charge, 121
Chief Constable, 95
Chief constables, 100
Chief Officer, 121
Civil Registration for Ships, 25
Civil Service, 16
Clerks, 89
Coaches, 68, 70

Coachmen, 66
Coast Blockade, 114, 121
Coast Waiters, 114
Coastguard, 115
Coastguard records, 123
Coastguard, history, 121
Collectors, 114
Commissioned, 121
Competency, 32
Comptroller, 114
Copper, 98
Corporation of Lloyd's, 19
Corporation of Trinity House, 125
County Constabularies, 108
Coxswain, 125
Customer, 114
Customs & Excise records, 115
Customs & Excise, history, 113
Customs duties, 113

D

Deputies, 88
Discharge Records, 123
Dock Company Police Forces, 106
Double-homing, 74
Drove-roads, 62
Drovers, 61
Droving, 61
Dublin Metropolitan Police, 99
Dumb barges, 53

E

East India Company, 16

East India Company Mariners, 121
East India Company Merchant Records, 43
Engineers' Certificates, 32
Essex Police Museum, 109
Establishment Books & Lists of Principal Officers, 87
Excavators, 73
Excise Records, 118

F

Family History Centers, 11
Family History Library, 11
Farming method, 83
Farming system, 113
FHLC, 64, 100, 108
FHLC - Family History Library Catalogue, 12
Film/Fiche (Number), 12
  microfiches, using, 12
Fire Services, 111
Firefighters National Memorial, 112
Fly boats, 54

G

Gazetteer of Railway Contractors and Engineers, 82
Gentleman's Magazine, 89
Gordon Riots, 98
Great Britain (ship), 40
Great Western Railway Museum, 77
Green-roads, 62
GSU - Genealogical Society of Utah, 12
  microfilms, using, 12
Guard Ships, 122
Guildhall Library, 45
Guilds and trade companies, 15

H

H.M. Customs, 113
Head Constable, 95
Headborough, 95
Hundred, 95

I

Illustrated London News, 112
Indian Marine, 43
Indian Navy, 43
International Police Association, 109
Inwards Passengers Lists, 44
Irish Customs & Excise, 117

J

Joshers, 54
Justices of the Peace, 95

L

Land(ing) Surveyors, 114
Land(ing) Waiters, 114
LDS website, 12
Letter Carriers, 89
Letters of Marque, 50
Lifeboat Service, 125
Light dues, 45
Lighter, 53
Lightermen, 53
Lightermen records, 55
Lighthouses, 125
Lightships, 125
List of principal officers, 89

Lloyd's Captains' Registers, 36
Lloyd's Captains' Register, 35
Lloyd's of London, 19
Lloyd's Register of Shipping, 20
Lloyd's War Losses, 22
Locomotives, 73
Log Books, 41
London Fire Brigade Museum, 112
London Gazette, 115
London Passenger Transport Board, 70
London Transport Museum, 76
London Transport., 70
London Trinity House, 49
London Underground, 69
Long boats, 54
Lorries, 70
Luddites, 98

M

Mail coaches, 84
Marine Police, 99
Marine Society, 50
mariner, 17
Maritime History Archive, 41
Master, 17
Master mariner, 18
Master Mariner's Certificate, 33
Masters' & Mates' Certificates, 31
Mate, 17
Mercantile Navy List, 23
Merchant Marine, 17
Met, 103
Met Officers index, 106

Metropolitan Police, 103
Metropolitan Police Force of London, 98
Metropolitan Police Historical Museum, 106
Midland Railway records, 82
Military & Mariner Miscellanea, 45
Miscellaneous groups, 80
Missions to Seamen, 50
Monkey boats, 54
Motor boats, 54
Mounted Guard, 115

N

Napoleonic Wars, 114
Narrowboatmen, 54
National Maritime Museum, 40, 51
National Railway Museum, 76
National Telephone Company, 90
Navigators, 82
Navvies, 73
New Police, 98
Newcastle Trinity House, 49
Nominations of Officers and Ratings, 123
Northern Lighthouse Board, 126

O

Officer of the Excise, 118
Outwards Passenger Lists, 44

P

Packet agents, 88
Packet boats, 54, 88
Packet captains, 88
Packet stations, 88

Packetboats, 53
Packhorse routes, 62
Packhorses, 64
Parish Constables, 95
Passenger Lists, 44
Passengers at Sea, 25
Peelers, 98
Penny Post, 84
Pension Ledger Index, 103, 104
Pensions, 42, 123
Pensions & Gratuities, 86
Pensions Ledger, 105
Permanent Cruiser Force, 122
Permanent way, 73
Peterloo Massacre, 98
Petition, 46
Petty Constable, 95
Petty or Parish constables, 100
Photographs, 51
Police, 95
Police Force Records, 102
Police Gazette [and Hue & Cry], 109
Police General Records, 108
Police History Society, 109
Police Mutual Assurance Association, 109
Police Review (and Parade Gossip), 109
Policeman, 80
Policemen's Records, 100
Port books, 54
Post Office Archives, 85
Post Office Heritage, 91
Post Office Savings Bank, 90
Post Office, history, 83

Postal Employees & Their Records, 86
Post-boys, 83
Postmasters & Subpostmasters, 88
Postmen & Postwomen, 89
Posts, 83
Preventive Service, 121
Preventive Water Guard, 114
Privateers, 50

Q

Quarter sessions, 100

R

Railway
    accidents, 81
    company minute books, 81
    manual staff, 79
    personnel files, 81
    salary registers, 81
    staff magazines, 82
    staff registers, 79
Railway and Canal Historical Society, 58
Railway and Canal History Society, 77
Railway Employees, 73
Railway Inspectorate, 81
Railway navigators, 73
Railway Police, 80, 99, 107
Railway Records, 75
Railways companies, 69
    Great Western Railway (GWR), 70
    London & Northeastern Railway (LNER), 70
    London, Midland & Scottish Railway (LNER), 70
    Southern Railway (SR), 70

Railways history, 69
Raw Lobsters, 98
Register of Births at Sea of British Nationals, 27
Register of Surgeons' Appointments to Ships, 51
Registers of Passenger Lists, 44
Registers of Protection, 50
Registers of Seamen, 38
Registers of Ships, 23
Registrar General of Shipping, 19
Registrar General of Shipping and Seamen, 17
Request for Photocopies Form, 13
Revenue Officer, 118
Revenue Vessels, 114
Riding Officers, 114
Riding Surveyors, 114
River Thames Watermen & Lightermen Apprenticeship Bindings, 55
Road Transportation, 61
Robin Redbreasts, 97
Rocket, 69
Rolling stock, 73
Royal Indian Navy, 43
Royal Irish Constabulary, 99, 106
Royal Military Police, 99, 107
Royal National Lifeboat Institution, 125
Royal Ulster Constabulary, 102

S

Sacrament certificate, 16
Sacramental Certificate, 119
Saltways, 62
Scottish Customs & Excise, 117
Seaman, 17

Seamen's Hospital Society, 50
Seamen's Loyal Standard Association, 50
Seamen's records, 37
Searchers, 114
Sedan chair carriers, 64
Service, 32
Service Record Cards, 123
Service Registers, 123
Shipping, 19
Shipping Gazette & Lloyd's List, 20
Shipwrecked Fishermen & Mariner's Royal Benevolent Society, 50
Shire books, 52, 59, 125, 126
Shore Force, 121
Shortboat, 54
Sir Robert Peel's, 98
Sitter, 121
Society of Masters & Mariners, 49
Stagecoaches, 66
Stage-coaches
    sedan chairs, 67
    stages, 66
    staging posts, 66
    tollbars, 67
    tollgate keepers, 67
    tollgates, 67
    tolls, 66
    turnpike trusts, 66
Stannary ways, 62
Station Personnel Department, 125
Stoneways, 69
Subpostmasters, 88
Super cargo, 17

Surgeons, 51
Swing riots, 73

T

Telegraph Messenger Boys, 90
Telegraph Service, 90
Telephones, 90
Test Act, 119
Test Act of 1672, 16
Thames Valley Police Museum, 109
The Police Service Advertiser, 109
Thomas Cook Company Archives, 77
Tide Surveyors, 114
Tide Waiters, 114
Tidesmen, 114
Times newspaper, 22
Titanic, 40
Tithingman, 95
Trade directories, 59, 93
Train crew, 74
Transactions, 23
Transcripts, 23
Trinity House Petition, 47
Trinity House Petitions, 45
Tube, 69
Tugs, 53
Turnpike roads, 62

U

University of Newfoundland, 41

V

Vestry minutes, 100

W

Waggons, 63
Wains, 63
Wapentake, 95
Watchhouses, 97
Waterman, 53
Watermen records, 55
Waterways Trust, 59
Wherry, 54
Wherryman, 54
World Ship Society, 52
Wyvern M.R. Index, 82

Your HERITAGE
to discover, to share...

THE HERITAGE BOOK SERIES

Several groups of easy to read books have been written by professional researchers, lecturers and family historians on a variety of subjects you may wish to deal with during your hobby of finding your ancestors. This is an evolving project and new titles are constantly being added. They are all reasonably priced ranging between $6 to $36. Special discounted prices are available for group purchases. Please write to the address on the back of this book for an up-to-date price list.

THE GENERAL GROUP

The first group of books in the **Heritage Book Series** covers general topics.....

Book #1 --- **YOUR HERITAGE, TO DISCOVER TO SHARE...** ***by Louise St Denis*** Genealogy, the art of finding your dead relatives can be easy, fun and challenging all at the same time. 90 pages of helpful tips. Lists addresses of over 100 archives & genealogical societies in Canada & the United States.

Book #2 --- **ASK LOTS OF QUESTIONS, GET LOTS OF ANSWERS...** ***by Louise St Denis*** A book with over 600 questions to review a complete life story. From the first memories as a young child through the retirement years. Use as a guide to write your life story, or record on audio or video tape.

Book #3 --- **GIFTS TO CREATE FROM YOUR RESEARCH MATERIAL...** ***by Louise St Denis*** A book with lots of suggestions as to the great variety of gifts you can create from all your family stories, anecdotes and facts. Gifts vary from the most simple Pedigree Charts or Trinket Wreaths to the treasured gift, the family video.

Book #4 --- **VIDEO TAPE YOUR FAMILY HISTORY... *By Louise St Denis*** There are so many ways to preserve your family's memories on video: taped conversations, photographic video family albums and the ultimate family video. Instructions for completing each of these projects are included. Everything you need to know to complete a high-quality video keepsake of your parents or your grandparents.

Book #5 --- **PROTECT YOUR PRECIOUS DOCUMENTS... *by Louise St Denis*** You have taken the time to find all your family's precious documents, now take the time to protect them for future generations to enjoy. Learn how to store your documents and what kinds of materials to use and how to use them. Lots of hints as to what to do and more importantly what not to do.

Book #6 --- **TIPS FOR YOUR GENEALOGICAL TRIP ABROAD... 2nd Edition *by Penelope Christensen*** NOW WITH A SECTION ON PREPARING FOR SALT LAKE CITY! As family historians we all dream of one day walking the land of our ancestors or going to 'genealogy-heaven' in Salt Lake. Make those dreams come true. This book tells you how to get the most out of your trip. What things are better done at home, and what 'over there'? Advice from a well-seasoned expert on how to prepare, what to take and how to organize yourself.

Book #7 --- **ORGANIZING THE MOUNTAINS OF PAPER... *by Louise St Denis*** Everyone learns two facts very quickly: you will accumulate lots of paper and relying on your memory just doesn't work. This booklet will teach you how to organize all your findings so that everything will be at your fingertips. 18 forms you can duplicate are included.

Book #8 --- **WHAT DID THEY DO? *by Penelope Christensen*** Was your ancestor a Doodle Doo Man? A Gentleman of the Horn Thumb? A Rag and Bone Man? This book is a compendium of ancient names of (mainly) English occupations and officials. You will be edified, amazed and amused by this collection...

Book #9 --- **RESEARCH AT THE FAMILY HISTORY CENTER... 3rd Edition *by Dr. Penelope Christensen*** The enormous genealogical collection held in the Family History Centers™ of the LDS church is the most widely used resource for researching ancestors. This book helps you understand their facilities and holdings so you can really do productive research....

BOOK #10 --- **THE GENES IN YOUR GENEALOGY... *By Sherilyn Bell and Constandina Arvanitis*** Creating a medical pedigree is becoming quite popular. This course will teach you what resources should be consulted, where they can be found and how to use them. Examples of genetic family trees will also be shown. Diseases with genetic disorders as well as chronic diseases with a genetic predisposition will be discussed.

Book #11 --- **PLANNING A FABULOUS FAMILY REUNION... *by Louise St Denis*** A must to help you plan a family reunion that's fun filled and worth attending. Lots of ideas for you to share your genealogy findings in an interesting manner...

Book #12 --- **GENEALOGY ON THE INTERNET... 2nd Edition *by Sherri Pettit*** There are over 2 million Internet Sites for Genealogy. It is possible to consult large databases of Genealogical data, contact others conducting similar research, inform other researchers of your interests, browse libraries and telephone directories world wide, access tutorials and advice from experts in the field and much more. This book covers not only the 'how-to' of using the Internet for Genealogy but defines sound research strategies.

Book #13 --- **CREATING A FAMILY WEB SITE CAN BE FUN & EASY... *by Marian Press*** From the basics of HTML, the language of the web, to details of making pages appealing and easy to navigate, this book will provide you with all the skills necessary to build genealogical web pages.

Book #14 --- **HELP! THERE'S A SKELETON IN MY CLOSET...** ***by Doris Bourrie, CGRS*** A study in Ethics for the Genealogist! Questions are often asked about what to do in various situations. Your ethics will describe your own personal code of morals. Topics covered include Ethics for the beginner, Ethics on the Internet, Ethics for the family historians, Ethics for authors and lecturers, Ethics for the professional genealogists and Ethics and the future genealogist...

Book #15 --- **NAMES IN GENEALOGY: THEIR ORIGIN & MEANING...** ***by Dr. Penelope Christensen*** A knowledge of the derivation of surnames, first names and place names affords an increased understanding of the genealogical research process.

Book #16 --- **ORGANIZATION FOR THE PROFESSIONAL GENEALOGIST...** ***by Dr. Penelope Christensen*** The professional genealogist needs to have particularly well-focussed aims, and well-developed techniques to deal with the logistical problems of dealing with many lines of research. This book shows you how to cope with these unique organizational challenges.

Book #17 --- **ACCESS, PRIVACY & THE LAW...** ***by Jean Dryden*** Understanding the intent of legislation regarding Freedom of Information & Privacy Protection, or Copyright, and the way they work, is explained.

Book #18 --- **ORGANIZATION FOR ONE-NAME STUDIES...** ***by Dr. Penelope Christensen*** The genealogist who undertakes to collect all references to a certain surname faces unique logistical problems. This book will teach techniques to surmount these obstacles an have a well organized archive of data.

Book #19 --- **HOW DO I PROVE IT?** ***by Dr. Penelope Christensen*** Are you picking your ancestors out of a hat? Or have you really proved each linkage? This practical manual for family historians and genealogists demystifies the requirements necessary for establishing a pedigree

Book #20 --- **ORGANIZING A GENEALOGICAL LIBRARY FOR PUBLIC USE... *by Dr. Penelope Christensen*** Organizing a library and ensuring that it meets patrons' needs is not a challenge for the faint-hearted. The author shares her philosophy of organization for maximum research effectiveness, particularly when working with volunteer staff. This book will be of particular use to Family History Society Librarians, as well as Directors and Staff Trainers of Family History Centres.

Book #21 --- **HERALDRY FOR FAMILY HISTORIANS... *by Darrel E. Kennedy*** Heraldry, as a term, deals with the workings of the people who design coats-of-arms, however, in popular conversation, it takes on the meaning of those coats-of-arms. The question is always 'Who, or what, does this design represent, and how can more be discovered in records?' This book is to help you demystify this art!

Book #22 --- **READING HISTORICAL DOCUMENTS... *by Elizabeth Briggs*** Includes Paleography, calendars, weights, measurements and Latin! A comprehensive survey of these elements and more, which will enhance your ability to read & understand historical documents.

Book #LGO --- **LET'S GET ORGANIZED! *by Dr. Penelope Christensen*** Whether you're an amateur or a professional the key to productive and satisfying research is your ability to organize it. Learn how to manage your genealogical project with the expert advice in this book.

Topics to be added in the near future:
Genealogy Software, Scrapbooking, Writing your family story and many more...

THE HERITAGE GROUP

A second group of books in the **Heritage Book Series**, covers the most important resources available and a variety of unique searching methods required to conduct efficient and successful research for many different ancestral backgrounds. Migration and settlement patterns; specific research documents available including what is contained and where the documents can be viewed; institutions, associations, societies, Family History Centers, special or unique archives and associations with specific contact information is included

THE CANADIAN SERIES

Book #HC01 --- **FINDING YOUR FRENCH-CANADIAN ANCESTORS - 2nd Edition** ***by Louise St Denis***

Book #HC02 --- **FINDING YOUR ANCESTORS IN ENGLISH QUÉBEC** ***by Althea Douglas***

Book #HC03 --- **FINDING YOUR ACADIAN ANCESTORS** ***by Léa Normandeau-Jones***

Book #HC04 --- **FINDING YOUR ANCESTORS IN NEWFOUNDLAND AND LABRADOR** ***by Bill Crant***

Book #HC05 --- **FINDING YOUR ANCESTORS IN ALBERTA** ***by Arlene Borgstede***

Book #HC06 --- **FINDING YOUR ANCESTORS IN BRITISH COLUMBIA** ***by David M. Jackson***

Book #HC07 --- **FINDING YOUR ANCESTORS IN NEW BRUNSWICK** ***by Althea Douglas***

Book #HC08 --- **FINDING YOUR CANADIAN ANCESTORS** ***by Doris Bourrie***

Book #HC10 --- **A CANADIAN DIRECTORY FOR GENEALOGISTS... 2nd Edition** ***by Louise St Denis*** You will find lists of genealogical and historical societies, Family History Centers, Archives, Internet Sites, Researchers, Vendors, and much more... A terrific reference tool!

Book #HC11 --- **FRENCH FORTS IN NEW FRANCE (NORTH AMERICA)** ***by Léa Normandeau-Jones*** A research tool most often overlooked! Documents are still available describing the men who protected these forts and their families. Discover where to look for this information & what you will find.

Book #HC12 --- **RESEARCH CANADIAN ARCHIVAL CENTRES...** ***by Ryan Taylor***

Book #HC13 --- **RESEARCHING CANADIAN WILLS & ESTATES...** ***by Ronnie MacCarl***

Book #HC14 --- **RESEARCHING CANADIAN MIGRATION PATTERNS...** ***by Dr. Edward Smith***

Book #HC15 --- **RESEARCHING CANADIAN CENSUS RECORDS...** ***by Doris Bourrie, CGRS***

Book #HC16 --- **RESEARCHING CANADIAN NEWSPAPER RECORDS...** ***by Ryan Taylor***

Book #HC17 --- **RESEARCHING CANADIAN VITAL STATISTIC RECORDS...** ***By Sharon Murphy***

Book #HC18 --- **RESEARCHING LOCAL HISTORY AND SPECIAL COLLECTIONS... by** ***Michelle Purcell***

Book #HC19 --- **RESEARCHING MILITARY RECORDS...** ***by Glenn Wright***

Book #HC21 --- **RESEARCHING CANADIAN RELIGIOUS RECORDS...** ***Ryan Taylor***

Book #HC22 --- **RESEARCHING CANADIAN LAND RECORDS...** ***By Sharon Murphy***

Titles to be added in the near future:

Researching Canadian Adoption Records
Researching Canadian Immigration & Emmigration Records
Finding your Ancestors in the other provinces.....

THE IRISH SERIES

Book #HI01 --- **FINDING YOUR IRISH ANCESTORS - 2nd Edition** ***by Dr. Penelope Christensen***

Book #HI02 --- **UNDERSTANDING IRELAND, HISTORY AND SOURCE RECORDS** ***by Brian Hutchison, B.Comm., CMA, CG, FSA (Scots)***

Book #HI03 --- **RESEARCHING IRISH ARCHIVAL & REPOSITORIES CENTERS...** ***by Brian Hutchison, B.Comm., CMA, CG, FSA (Scots)***

Book #HI04 --- **RESEARCHING IRISH CENSUS & CENSUS SUBSTITUTE RECORDS...** ***by Brian Hutchison, B.Comm., CMA, CG, FSA (Scots)***

Book #HI05 --- **RESEARCHING IRISH CONFORMIST & NON-CONFORMIST CHURCH RECORDS...** ***by Brian Hutchison, B.Comm., CMA, CG, FSA (Scots)***

Book #HI06 --- **RESEARCHING IRISH CIVIL REGISTRATION RECORDS...** ***by Brian Hutchison, B.Comm., CMA, CG, FSA (Scots)***

Book #HI07 --- **RESEARCHING IRISH TESTAMENTARY RECORDS...** ***by Brian Hutchison*****, B.Comm.,CMA,CG,FSA (Scots)**

Book #HI08 --- **RESEARCHING IRISH LAND RECORDS...** ***by Brian Hutchison*****, B.Comm.,CMA,CG,FSA (Scots)**

Book #HI09 --- **RESEARCHING IRISH MONUMENTAL INSCRIPTIONS... *by Brian Hutchison*, B.Comm.,CMA,CG,FSA (Scots)**

Titles to be added in the near future:

Researching Irish Court Records
Researching Irish Electoral & Taxation Records
Researching Irish Estate & Settlement Records
Researching Irish Manuscript & Special Collections
Researching Irish Immigration & Emmigration Records
Researching Irish Military & Naval Records
Researching Irish Newspaper & Directory Collections

THE SCOTTISH SERIES

Book #HS01 --- **FINDING YOUR SCOTTISH ANCESTORS - 2nd Edition *by Dr. Penelope Christensen***

THE ENGLISH SERIES

Book #HE01 --- **FINDING YOUR ENGLISH & WELSH ANCESTORS** including Isle of Man and Channel Islands - **2nd Edition *by Dr. Penelope Christensen***

Book #HE02 --- **RESEARCHING ENGLISH CENSUS RECORDS *by Dr. Penelope Christensen***

Book #HE03 --- **RESEARCHING ENGLISH CIVIL REGISTRATION RECORDS *by Dr. Penelope Christensen***

Book #HE04 --- **RESEARCHING ENGLISH PARISH RECORDS *by Dr. Penelope Christensen***

Book #HE05 --- **USING REGISTER OFFICES FOR ENGLISH CERTIFICATES - 2nd Edition *by Dr. Penelope Christensen*** A favourite money-saver! Contains all Registration Districts from 1837 showing addresses of modern equivalents. There are detailed instructions on how to use the indexes and how to obtain certificates for half-price! Also new sections with lists of Districts by numbered Area for those hard-to-decipher names...

Book #HE06 --- **RESEARCHING ENGLISH PROBATE RECORDS** ***by Dr. Penelope Christensen***

Book #HE07 **--- PARISHES & REGISTRATION DISTRICTS IN ENGLAND & WALES** ***by Dr. Penelope Christensen*** One of the best sources for genealogical research is civil registration. In order to find birth, marriage and death entries one need to know the place and also what Registration District it is in. This book has county alphabetical lists of places keyed to the District names.

Book #HE08 --- **RESEARCHING ENGLISH OCCUPATIONS: THE SERVICES...** ***by Dr. Penelope Christensen***

Book #HE09 --- **RESEARCHING ENGLISH OCCUPATIONS: THE PROFESSIONS AND TRADES...** ***by Dr. Penelope Christensen***

Book #HE10 --- **RESEARCHING ENGLISH POOR LAW AND PARISH CHEST RECORDS...** ***by Dr. Penelope Christensen***

Titles to be added in the near future:

Researching English Court Records
Researching English Land & Property Records
Researching English Newspapers & Directories Collections
Researching English Tax Records

THE AMERICAN SERIES

Book #HA01 --- **RESEARCHING AMERICAN RELIGIOUS RECORDS** ***by Kyle Betit and Beverly Whitaker***

Book #HA02 --- **RESEARCHING AMERICAN VITAL STATISTICS RECORDS** ***by Scott Bartley***

Book #HA03 --- **RESEARCHING AMERICAN CENSUS RECORDS** ***by Scott Bartley***

Book #HA04 --- **RESEARCHING AMERICAN LAND RECORDS** ***by Kyle Betit***

Book #HA05 --- **RESEARCHING AMERICAN CEMETERY AND MORTUARY RECORDS...** ***by Scott Bartley***

Titles to be added in the near future:

Researching American Immigration Records
Researching American Manuscript & Special Collections
Researching American Military Records
Researching American Newspaper Records
Researching American Occupational Records
Researching American Urban Records
Researching American Wills & Probate Records

OTHER BOOKS IN THE HERITAGE SERIES

Book #HV06 --- **FINDING YOUR SCANDINAVIAN ANCESTORS - 2nd Edition** ***by Dr. Penelope Christensen***

Book #HV07 --- **FINDING YOUR JEWISH ANCESTORS - 2nd Edition** ***by Henry Wellisch and Gert Solnik-Rogers***

Book #HV08 --- **FINDING YOUR GERMAN ANCESTORS** ***by Hans Rerup, Ph.D.***

Book #HV09 --- **FINDING YOUR DUTCH ANCESTORS** ***by Esther Perry***

Book #HV11 --- **FINDING YOUR UKRAINIAN ANCESTORS** ***by Muryl Andrejciw Geary***

Book #HV12 --- **FINDING YOUR ITALIAN ANCESTORS** ***by Grant Karcich***

Titles to be added in the near future:

Finding your Aboriginal Ancestors, Finding your United Empire Loyalist Ancestors, Finding your Black Ancestors

Many of these books have also been translated into French...

For more information or for topic suggestions contact:

Heritage Productions
Attn: Louise St Denis
30 Wellington Street East, Suite 2002
Toronto, Ontario, Canada M5E 1S3
Telephone: (416) 861-0165, Fax: (416) 861-1894
E-mail: info@genealogystore.com
http://www.genealogystore.com

$14.95
English Occupations
HE09
Size: Spiral
Color: N/A
4 3
0010001762

ur
HERITAGE
to discover, to share...

Will your ancestors be remembered?

For more information regarding:

- Books
- Lectures
- Video Tapes
- Interview Kits
- Various Charts
- Archival Products
- Genealogical Diary
- Miscellaneous Products

CONTACT: Heritage Productions
c/o Louise St Denis
30 Wellington Street East, Suite 2002
Toronto, Ontario, Canada M5E 1S3
Telephone: (416) 861-0165
Fax: (416) 861-1894
E-Mail: info@genealogystore.com
www.genealogystore.com